TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

September 8, 2011

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: August 31, 2011

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – September 8, 2011

Herewith is the TBPOC Meeting Materials Packet for the September 8th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
September 8, 2011 2:30pm – 5:00pm
Mission Bay Office, 325 Burma Road, Oakland
TBPOC tour of project site: 12:30pm – 2:30pm
TBPOC-PMT pre-briefing: 2:30pm – 3:30pm
TBPOC meeting: 3:30pm – 5:00pm

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	S. Heminger, BATA	3 min	Information
2.	**CONSENT CALENDAR**			
	a. TBPOC Meeting Minutes:			
	1) August 3, 2011 Conference Call Minutes*	A. Fremier, BATA		Approval
	b. Contract Change Orders (CCOs):	D. Noel, CTC		Approval
	1) SAS CCO 73 (Bike Path Conduit Modifications)*			
	2) SAS CCO 179 (Skyway Bike Path Railing Modifications – For Information Only – Final)*			
	3) YBITS No. 1 CCO 1-S3 (Maintain Traffic on Macalla Road)*			
	4) YBITS No. 1 CCO 76-S1 (OTD Seismic Expansion Joints)*			
	5) YBITS No. 1 CCO 100-S0 & S1 (Hinge K Seismic Expansion Joints)*			
	c. 2012 TBPOC Meeting Calendar*	A. Fremier, BATA		Approval
3.	**PROGRAM ISSUES**			
	a. Yerba Buena Island Ramps*	T. Anziano, CT	15 min	Information
	b. SFOBB West Span Pathway Project Initiation Document Update*	P. Lee, BATA	10 min	Information
	c. Gateway Park Transportation Enhancements (TE) Funding Application*	S. Maller, CTC	5 min	Information
4.	**PROGRESS REPORTS**			
	a. TBSRP Second Quarter 2011 Risk Management Update*	J. Tapping, CT	15 min	Information
	b. Project Progress and Financial Report August 2011**	P. Lee, BATA	2 min	Approval
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**			
	a. Self-Anchored Suspension Span (SAS)			
	1) Update	T. Anziano, CT	5 min	Information
	b. Yerba Buena Island Transition Structure (YBITS) No. 1			
	1) Update	T. Anziano, CT	5 min	Information
	2) Hinge K Update*	T. Anziano, CT	15 min	Information

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Final Agenda

	Topic	Presenter	Time	Desired Outcome
	c. YBITS No. 2/ Demolition Contract 1) Update***	B. Maroney, CT	15 min	Information
	d. Oakland Touchdown (OTD) No. 2 1) Plans, Specifications and Estimate (PS&E)*	P. Lee, BATA	5 min	Approval
6.	**ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES** a. Update*	M. Forner, CT	5 min	Information
7.	**SAN MATEO-HAYWARD BRIDGE RETROFIT REHABILITATION UPDATE** a. Update	M. Pazooki, CT	5 min	Information
8.	**OTHER BUSINESS**			
Next TBPOC Meeting: October 6, 2011, 10:00 AM – 1:00 PM **Mission Bay Office, 325 Burma Road, Oakland**				

* Attachments
** Stand-alone document included in the binder
*** To be sent under separate cover

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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TBPOC MEETING
September 8, 2011

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

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TBPOC MEETING
September 8, 2011

* Attachments
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*** To be sent under separate cover

ITEM 1: CHAIR'S REPORT

No Attachments

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2a1

Item- Consent Calendar
TBPOC Meeting Minutes
August 3, 2011 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the August 3, 2011 Meeting Minutes.

Attachment(s):
August 3, 2011 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

August 3, 2011, 10:00 AM – 10:30 AM

Attendees: TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and Bimla Rhinehart
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Andre Boutros, Michele DiFrancia, Mike Forner, Beatriz Lacson, Peter Lee, Bart Ney, Dina Noel, Bijan Sartipi, Jon Tapping, Ken Terpstra, and Jason Weinstein

Convened: 10:03 AM

	Items	Action
1.	**CHAIR'S REPORT** a. Press Relations • The Chair referred to the recent New York Times article, "Bridge Comes to San Francisco with a Made-in-China Label" and San Francisco Chronicle columnist A. Ross's memo to him on "M&R China trip item". The Chair expressed concern with the lack of a united message amongst the three partner agencies and the portrayal of two agencies (BATA and CTC) in a negative light, in particular. o The TBPOC unanimously agreed that in future major media contacts, all three agencies - as opposed to just one - provide input toward a uniform message to ensure that all members are fairly represented and take credit or bear blame together.	• Staff to ensure that all TBPOC agencies are equally represented in future major media contacts.
2.	**CONSENT CALENDAR** a. TBPOC Meeting Minutes 1. June 2, 2011 Meeting Minutes b. TBSRP 2011 Second Quarter Project Progress and Financial Update • P. Lee presented, for TBPOC approval, the draft 2011 second quarter report which is due to the Legislature on August 15. Items to	• The TBPOC **APPROVED** the June 2, 2011 Meeting Minutes, as presented. • The TBPOC **APPROVED** the TBSRP 2011 Second Quarter Project Progress and Financial Update subject to further edits,

Items	Action
be revised and edits to be made were noted. • The Chair pulled item 2b from the Consent Calendar for further discussion. Subjects discussed included: changes to figures on pages 6 and 7 of the report; status of program contingency - reasons for change and when to report change; capital outlay support (COS) overrun and savings; Hinge K status and implementation scenarios; estimate for and impact of demolition contract on the forecast; management of risk(s) and when to report schedule risk; forecast shipment date for Lifts 13/14 and impact of shipment delay on project schedule. o The Chair requested that a Hinge K briefing be provided at the October TBPOC meeting to prepare the members to act on potential contract acceleration incentives.	as discussed. • Staff to provide the TBPOC a Hinge K update at their October meeting.
c. Contract Change Orders (CCOs) 1. Yerba Buena Island Transition Structure (YBITS) No. 1 CCO 524-S1 (Oakland Detour Westbound Bridge Widening Foundations), $1,177,002, for an estimated final cost for CCO 524-S0 and CCO 524-S1 of $2,123,508.	• The TBPOC **APPROVED** YBITS No. 1 CCO 524-S1 in the amount of $1,177,002, as presented.
3. OTHER BUSINESS • B. Rhinehart indicated that she has a schedule conflict with the next TBPOC meeting on September 1, 2011 in Sacramento. o The TBPOC agreed to re-schedule the September 1 meeting in the Bay Area, when all members will be available to attend, and schedule a project site tour at that time.	• Staff to re-schedule the TBPOC September 1 meeting in the Bay Area, and arrange a project site tour at that time.

Adjourned: 10:39 AM

CONFERENCE CALL MINUTES
August 3, 2011, 10:00 AM – 10:30 AM

APPROVED BY:

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

_____ _____
BIMLA G. RHINEHART, Executive Director Date
California Transportation Commission

_____ _____
Malcolm Dougherty, Acting Director Date
California Department of Transportation

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b1

Item- Consent Calendar
Contract Change Orders (CCOs)
Self-Anchored Suspension (SAS) CCO #73 S-0 – SAS Bike Path Conduit Modifications

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Recommendation:
APPROVAL

Cost:
$1,600,000

Schedule Impacts:
None

Discussion:
CCO #73 S-0 for a not-to-exceed amount of $1,600,000 will cover the costs associated with rerouting the south bike path lighting conduits through the bike path panels instead of going around the panels (pigtails).

The existing electrical service conduit for the Skyway portion of the bike path handrail lights were reconfigured to improve the aesthetic appeal of the structure, as approved at the May 2011 TBPOC meeting, under CCO #179. Revising the conduit routing along the bike path on the SAS contract will provide for a more uniform look and match the Skyway and OTD portions of the project, as well as enhance maintenance along the length of the bike path.

Risk Management:
The proposed CCO # 73 is one of several change orders contemplated to address architectural improvements along the corridor. In the fourth quarter of 2010, a risk was added to the SAS risk register (ARCH-1, "Architectural Upgrades and Improvements") to address risks of this type. This risk is separate from the corridor improvement risks carried in the Program Risk Register and those contemplated in the Risk Management Report watch list. Of the requested $1.6 million, $990,000 had been accounted for in the

contract change order log. The remaining $610,000 is within the potential $367,000 - $2,500,000 cost range of risks associated with the ARCH-1 risk.

Attachment(s):
CCO #73 S-0 and CCO #73 S-0 Memorandum

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 73 **Suppl. No. 0** **Contract No. 04 – 0120F4** **Road** SF-80-13.2/13.9 **FED. AID LOC.:**

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

Modify the routing of the bike path railing lighting, belvedere lighting, and bike path emergency call box conduits. On the South side of the bike path install pipe sleeves through the bike path deck panels at each bike path railing light location. Use Type 4 Liquidtight flexible metal conduit and fittings in lieu of metal clad cable.

Conduit penetrations and welded mounting studs shall be cleaned, primed, and finish painted in accordance with Special Provisions Section 10-1.69 "CLEAN AND PAINT STRUCTURAL STEEL."

Revise Special Provisions Section 10-3.10 "CONDUCTORS, CABLES AND WIRING," and subsections "600 VOLT SINGLE CONDUCTOR CABLE" and "600 VOLT MULTI-CONDUCTOR CABLE" as shown on sheets 2 through 4 of this change order.

The following revised plan sheets detail the changes addressed in this change order: 72R6, 93R9, 188R5, 189R6, 190R4, 191R4, 192R6, 193R4, 197R4, 198R3, 204R3, 205R3, 206R3, 207S2R1, 207S3R1, 207S4R1, 210R4, 210S1R3, 210S2R2, 210S3R1, 210S4R1, 210S5R1, 210S6, 213R2, 355R3, 366R3, 367R4, 367S1R2, 368R4, 369R5, 370R5, 371R5, 372R2, 373R7, 373S1R1, 374R7, 394R4, 395R6, 396R5, 397R4, 398R3, 399R4, 400R6, 407S9R5, 407S10R2, 407S12R4, 819R3, 819S1, 900R5, 900S1R5, and 901R4 (of 1204) as shown on sheets 5 through 55 of this change order.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 969R0, 969R1, and 969R2 with respect to changes listed above.

For this work, the Contractor will receive a lump sum price of $TBD.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

Adjustment of Compensation at Lump Sum.....……Not to exceed $1,600,000.00

DRAFT

Estimated Cost: Increase ☒ Decrease ☐ $TBD.00

By reason of this order the time of completion will be adjusted as follows: 0 Days

Submitted by

Signature	**Resident Engineer**	
	Kannu Balan, Senior T.E.	**Date**

Approval Recommended by

Signature	**Supervising Transportation Engineer**	
	William Casey, Sup. T.E.	**Date**

Engineer Approval by

Signature	**Principal Transportation Engineer**	
	Peter Siegenthaler, Prin. T.E.	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DC-CEM-4903 (OLD HC-39 REV. 6/93) CT# 7541-3544-0

DATE: August 10, 2011

TO: Peter Siegenthaler, Prin. T.E.

FROM: Kannu Balan, Senior TE

FILE: **04-0120F4**
04-SF-80-13.2, 13.9
FEDERAL NUMBER

CCO NO.	SUPPLEMENT NO.	CATEGORY CODE
73	0	

CONTINGENCY BALANCE (including this change)

$1,600,000.00 INCREASE ☒ DECREASE ☐

HEADQUARTERS APPROVAL REQUIRED? YES ☒ NO ☐

SUPPLEMENTAL FUNDS PROVIDED: $ 0.00

IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES ☒ NO ☐

CCO Description: Bikepath Conduit

DRAFT

THIS CHANGE ORDER PROVIDES FOR:

Modifying the routing of the lighting conduits along the bikepath and using Type 4 Liquidtight flexible metal conduit and fittings in lieu of metal clad cable. Cleaning, priming, and finish painting conduit penetrations and welded mounting studs.

Revising Special Provisions Section 10-3.10 “CONDUCTORS, CABLES AND WIRING” and subsections “600 VOLT SINGLE CONDUCTOR CABLE” and “600 VOLT MULTI-CONDUCTOR CABLE.”

This change order will bring the conduit for the bikepath railing light fixture from the bottom of the bikepath, and into the divider rail on the West post of the South side railing. Reducing and revising the conduit routing along the bikepath will give the conduit a uniform look as well as enhance maintenance along the length of the bikepath. In addition, the metal clad cable specification is changed to prevent corrosion from the marine environment.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 969R0, 969R1, and 969R2 with respect to changes listed above.

The total cost of this change order is $1,600,000.00 (NTE) which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order will obtain concurrence from Peter Siegenthaler (Principal TE), William Casey (Sup. TE), Rich Foley (HQ Oversight), Ken Terpstra (Project Manager), Wenyi Long (Design Oversight), Lina Ellis (Maintenance), and Jing Chen (District Design).

This change order is pending approval from the Toll Bridge Program Oversight Committee (TBPOC).

The Resident Engineer requests Headquarters CCO Desk “Issue and Approve”.

CONCURRED BY:

	DATE
STRUCTURE REPRESENTATIVE	
SR. BRIDGE ENGINEER	
FHWA REPRESENTATIVE	
PROJECT ENGINEER Ken Terpstra	
OTHER (SPECIFIY)	
DISTRICT PRIOR APPROVAL BY	
HQ (ISSUE & APPROVE) (TO PROCEED) BY	
RESIDENT ENGINEER SIGNATURE	

This Section updated by CADb

ESTIMATE OF COST

ITEMS	THIS REQUEST	TOTAL TO DATE
	$0.00	$0.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☒ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (IF MORE THAN ONE FUNDING SOURCE OR P.I.P. TYPE)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b2

Item- Consent Calendar
Contract Change Orders (CCOs)
Self-Anchored Suspension (SAS) CCO #179 S-0 – Skyway Bike Path Railing Modifications

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Recommendation:
For Information Only

Cost:
$3,065,595

Schedule Impacts:
N/A

Discussion:
CCO #179 S-0 in the amount of $3,065,595 is the negotiated cost associated with installing electrical conduit boxes, replacing bike path railing shims, and modifying existing emergency gates.

The existing electrical service conduit for the Skyway portion of the bike path handrail lights will be reconfigured to improve the aesthetic appeal of the structure. Installing new shims at the base of the railings is necessary to eliminate a potential safety hazard due to thermal expansion displacements on existing shims. The emergency gates are being modified to achieve proper rolling.

Risk Management:
The proposed CCO #179 S-0 is one of several change orders contemplated to address work on the Skyway. A risk was added to the program risk register (Item #49, "Additional Work on Skyway") in 2009 Second Quarter to address the items of work that were not completely addressed during the Skyway Contract. The cost risk associated with Risk Item #49 in 2010 Fourth Quarter was estimated to be in the range of $3 million to $5 million. The majority of work proposed under this change order is related to architectural changes discussed under SAS CCO #163-S0. As with CCO #163 S-0, the

estimated cost for the work was not included in the 2010 Fourth Quarter risk register. The proposed change is one of several potential architectural revisions currently under development. A list of proposed architectural revisions, upgrades, and improvements was discussed in Section 10 of the 2010 Fourth Quarter Risk Management Report. Pending TBPOC approval, a summary of these proposed architectural enhancements will be incorporated into the 2011 First Quarter Risk Management Report.

Attachment(s):
CCO #179 S-0

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 179 Suppl. No. 0 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

On the Skyway portion of the San Francisco/Oakland Bay Bridge East Span Seismic Safety Project, defined as from Hinge A to Hinge E, replace existing bikepath rail divider panel shims and modify existing emergency access gates. Install a pipe sleeve through the bikepath at the South rail dividers and hand holes for both the North and South rail divider panels. Details of this change order are shown on sheets 3 through 7 and are as follows:

1. Remove all the bikepath rail divider panels and replace existing shims with tapered shims to plumb up the rail and match the existing profile. New shims shall be fabricated to the dimensions shown on the "Alternate Shim Detail" as shown on the plans. The existing bolt caps will need to be cut off, replaced as necessary, and re-tack welded. Bolts shall be snug tight with 19 +/- 3 mm of thread engagement. An additional washer may be added as necessary. Bolts shall be installed with thread locking compound.

2. On the North and South bikepath rail divider panels, install a new access hole with cover plate and gasket. On the South rail divider panels, install a pipe sleeve through the base plate and bikepath deck. On the North rail divider panels, install a new threaded hole for a conduit fitting. Secure the hole with plastic tape or plug to prevent water intrusion if necessary until new conduit is installed by a separate CCO.

3. Remove all existing emergency access gate wheels, gate track (not installed), and gate retainer hardware. Install new angled wheels, angled wheel track, and gate retainer hardware. The refitted emergency gates shall be plumb and operate smoothly. Adjust the gate latch plates as necessary to secure the gates in the closed position. Install a 250 mm galvanized chain link for all emergency gates.

For bikepath rail divider panels taken to the shop for modification, all new and modified steel surfaces shall be cleaned, primed, and finish painted in accordance with Special Provisions Section 10-1.69 "CLEAN AND PAINT STRUCTURAL STEEL." In all other cases, where painting or galvanizing is removed, the steel shall be prime painted or the galvanized repaired to prevent corrosion only. The stainless steel gate track shall not be painted. Touch up of finish paint after installation is not required.

The Contractor shall verify all controlling field dimensions before ordering or fabricating any material or performing any work that may be affected. All removed material shall become the property of the Contractor.

The following revised plan sheets detail the changes addressed in this change order: 1164S11, 1164S12, 1164S13, 1164S14, and 1164S15 (of 1204) as shown on sheets 3 through 7 of this change order.

Disconnect of the existing conduit will be addressed in CCO 163.

CONTRACT CHANGE ORDER Change Requested by: Engineer

CCO: 179 Suppl. No. 0 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

For this work, the Contractor will receive a lump sum price of $3,065,595.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

Extra Work at Lump Sum..... $3,065,595.00

Estimated Cost: Increase ☒ **Decrease** ☐ **$3,065,595.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	**Resident Engineer** Kannu Balan, Senior T.E.	**Date**

Approval Recommended by

Signature	**Principal Transportation Engineer** Michael Forner, Prin. T.E.	**Date**

Engineer Approval by

Signature	**Principal Transportation Engineer** Peter Siegenthaler, Prin. T.E.	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	**Date**

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b3

Item- Consent Calendar
Contract Change Orders (CCOs)
Yerba Buena Island Transition Structure (YBITS)
CCO No. 1-S3 – Maintain Traffic on Macalla Road

Recommendation:
APPROVAL

Cost:
$1,500,000.00

Schedule Impacts:
N/A

Discussion:
CCO 100-S3 in the amount of $1,500,000 is necessary to maintain traffic on Macalla Road in accordance with the license agreement between the Department and the US Coast Guard (USCG).

The project takes place directly adjacent to a USCG facility which has provided construction easements to the Department for this project. The only access to the USCG facility flows directly through the project site on Macalla Road. This road drops 40 meters into the jobsite through 3 hairpin turns which restrict traffic flow. Under the license agreement with the USCG the Department is required to provide one-way traffic control along the restricted area of Macalla Road during all hours of the contractor's operations.

In order to meet the Seismic Safety Opening (SSO) date established by the TBPOC for the new SFOBB east span, this project has implemented extended work shifts and weekend work which is anticipated to be implemented through the summer of 2013. These extended shifts will require additional expenditures under Change order No. 1. With these added costs, it is estimated that the current change order funding will be expended within a few months. Under the current expenditure rate, additional funding

of $1,500,000 will be required to fund the work through the end of the contract in December of 2013.

Risk Management:

Risk Item #28 was established to address construction impacts traffic on local roads more than provided for in the contract. The Risk Register (Q2 2011) has a range of $1M to $5M to cover these risks. The amount of funds required for this change falls within this anticipated range.

Attachment(s):
1. Draft CCO:1-S3
2. Draft CCO Memorandum: 1-S3
3. CCO No. 1-S0, S1 & S2 (Approved Copies)

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 1	Suppl. No. 3	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds to maintain traffic and provide additional traffic control measures as provided for under the original Change Order No. 1, Supplement No. 0 and as determined necessary by the Engineer.

Estimated cost of Extra Work at Force Account $1,500,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,500,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer	Date
	William Howe, Senior R.E.	

Approval Recommended by

Signature	Construction Manager	Date
	Mike Forner	

Engineer Approval by

Signature	Construction Manager	Date
	Mike Forner	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Deanna Vilcheck, ACM /	FILE: **E.A.** 04 - 0120S4
FROM: William Howe, Senior R.E.	**CO-RTE-PM** SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: **1** SUPPLEMENT#: **3** Category Code: **AJZZ**	CONTINGENCY BALANCE (incl. this change) **$84,494,325.29**
COST: **$1,500,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Maintain Traffic on Macalla Road	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	**0** Day(s)	**0** Day(s)	**0** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

Additional funds to compensate the contractor for maintaining traffic and provide additional traffic control measures as provided for under the original Change Order No. 1.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel. The structures are comprised of concrete box girder bridges each approximately 40 meters high and 450 meters in length.

The project takes place directly adjacent to a U.S. Coast Guard (USCG) facility which has provided construction easements to the Department for this project. The only access to the USCG facility flows directly through the project site on Macalla Road. This road drops 40 meters into the jobsite through 3 hairpin turns which restrict traffic flow.

Under the license agreement between the Department and the USCG (License No. HSCG-Z7111-09-RP-060L), the Department is required to provide one-way traffic control along the restricted area of Macalla Road during all hours of the contractor's operations. The YBITS contract currently requires that the contractor provide 2 flaggers on Macalla Road during their normal working hours from 6:30 a.m. through 3:30 p.m with a flagger at each end of the roadway. The flagging costs incurred during these hours are split equally between the contractor and the Department in accordance with Section 12-2 "Flagging" of the Standard Specifications.

When the contractor works extended shifts or weekends there is no contractual obligation for the contractor to provide flagging on Macalla Road unless it is required for trucks delivering materials to the jobsite. In order to comply with the USCG license agreement, the contractor has been ordered to provide flaggers at all times during their extended work shifts. Additional flaggers are also regularly ordered by the Department in order to mitigate disruptions to the USCG. The cost of this extended shift flagging and added flaggers is being borne fully be the Department under Change Order No. 1.

Concurrently, in order to meet the Seismic Safety Opening (SSO) date established by the Toll Bridge Project Oversight Committee (TBPOC) for the new SFOBB east span, this project has implemented extended work shifts and weekend work which is anticipated to be implemented through the summer of 2013. These extended shifts will require additional expenditures under Change order No. 1. With these added costs, it is estimated that the current change order funding will be expended within a few months. Under the current expenditure rate, additional funding of $1,500,000 will be required to fund the work through the end of the contract in December of 2013. This change order provides for this added funding.

This work shall be paid as extra work at force account at an estimated cost of $1,500,000 which shall be financed from the contract's contingency funds. A cost estimate is on file.

No adjustment of contract time is warranted as the work will not affect the controlling operation.

Maintenance concurrence is not required as this change doesn't affect any permanent roadway features.

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CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:		
Construction Engineer:	William Howe	Date
Bridge Engineer:		Date
Project Engineer:	Bob Zandipour, Design	Date
Project Manager:	Ken Terpstra	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue _Approve) By:	Larry Salhaney	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$1,500,000.00	$2,400,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,500,000.00	$2,400,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 1	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

This is a maintain traffic CCO for the project.

Extra Work at Force Account:

Maintain traffic and provide additional traffic control devices as directed by the Engineer for the sole convenience and direction of the public in accordance with Section 7-1.08, Public Convenience, of the Standard Specifications and as authorized by the Engineer.

Provide for the State's share of flagging costs in accordance with Section 12-2.02, Flagging Cost, of the Standard Specifications.

For this work, the Contractor will be compensated in accordance with Section 9-1.03, " Force Account Payment " of the Standard Specifications.

Estimated cost of Extra Work at Force Account $150,000.00

There shall be no adjustment to the time of completion of the contract by reason of this change.

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$150,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer	Date
Rajesh Oberoi	Rajesh Oberoi	5/7/10

Approval Recommended by

Signature	Area Construction Manager	Date
Deanna Vilcheck	Deanna Vilcheck	5/7/10

Engineer Approval by

Signature	Area Construction Manager	Date
Deanna Vilcheck	Deanna Vilcheck	6/9/10

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
	EDMUNDO A. PUCHI, TREASURER	5/25/10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 5/7/2010 Page 1 of 1

TO: DEANNA VILCHECK, ACM / DV	FILE: E.A. 04 - 0120S4
	CO-RTE-PM SF-80-12.7/13.2
FROM: RAJESH OBEROI, Senior R.E.	FED. NO. NO FED AID
CCO#: 1 SUPPLEMENT#: 0 Category Code: AJZZ	CONTINGENCY BALANCE (incl. this change) $32,266,042.00
COST: $150,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: $400,000.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Flagging & Traffic Control	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	0 Day(s)	0 Day(s)	0 %	0

THIS CHANGE ORDER PROVIDES FOR:

1. Maintain the roadway and provide additional traffic control for the sole convenience and direction of the public in accordance with Section 7-1.08, Public Convenience, of the Standard Specifications and as authorized by the Engineer.

2. Payment for the State's share of flagging costs in accordance with Section 12-2.02, Flagging Costs, of the Standard Specifications.

This work will be performed under Extra Work at Force Account for an estimated cost of 150,000.00. Supplemental funds have been provided for this work in the amount of $400,000.00.

No adjustment of the contract time is warranted, as this change does not affect the controlling operation.

Design and Maintenance concurrence is not required as this work is anticipated by the contract documents.

CONCURRED BY:	
Construction Engineer: Rajesh Oberoi	Date 5/7/10
Bridge Engineer:	Date
Project Engineer:	Date
Project Manager:	Date
FHWA Rep.:	Date
Environmental:	Date
Other (specify):	Date
Other (specify):	Date
District Prior Approval By:	Date
HQ (Issue Approve) By:	Date
Resident Engineer's Signature: Rajesh Oberoi	Date 5/7/10

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$150,000.00	$150,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$150,000.00	$150,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE PERCENT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 2/4/2011 Page 1 of 1

TO: Deanna Vilcheck, ACM /	FILE: E.A. 04 - 0120S4
FROM: Rajesh Oberoi, Senior R.E.	CO-RTE-PM SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: 1 SUPPLEMENT#: 1 Category Code: AJZZ	CONTINGENCY BALANCE (incl. this change) $21,693,233.00
COST: $250,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: $250,000.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Maintain Traffic	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	0 Day(s)	0 Day(s)	0 %	7

THIS CHANGE ORDER PROVIDES FOR:

Additional funds to compensate the Contractor's extra work done for flagging as specified in Contract Change Order 001-S0.

Reference is made to the previously issued Contract Change Order 001-S0, dated june 09,2010.

This work will be paid for as extra work at force account at an estimated cost of $ 250,000.00 which will be financed from the supplemental funds.

No adjustment of contract time is warranted, as this change does not affect the controlling operations.

Maintenance concurrence is not required as this work is anticipated by the contract documents.

CONCURRED BY:	
Construction Engineer: Rajesh Oberoi	Date 2/16/11
Bridge Engineer:	Date
Project Engineer:	Date
Project Manager:	Date
FHWA Rep.:	Date
Environmental:	Date
Other (specify):	Date
Other (specify):	Date
District Prior Approval By:	Date
HQ (Issue Approve) By:	Date
Resident Engineer's Signature: Rajesh Oberoi	Date 2/16/11

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$250,000.00	$400,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$250,000.00	$400,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 1	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds to perform extra work as specified in Contract Change Order No. 001-S0.

Estimated cost of Extra Work at Force Account $250,000.00

There shall be no adjustment to the time of completion of the contract by reason of this change.

Estimated Cost: Increase ☑ Decrease ☐ **$250,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Signature Rajesh Oberoi	**Resident Engineer** Rajesh Oberoi, Senior R.E.	**Date** 2/15/11
Signature Deanna Vilcheck	**Area Construction Manager** Deanna Vilcheck	**Date** 2/16/11
Signature Deanna Vilcheck	**Area Construction Manager** Deanna Vilcheck	**Date** 2/16/11

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Signature N/A	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 1	Suppl. No. 2	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds to perform extra work as specified in Contract Change Order No. 001-S0.

Estimated cost of Extra Work at Force Account $500,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$500,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by		
Signature	**Resident Engineer** William Howe, Senior R.E.	**Date** 06/14/2011
Approval Recommended by		
Signature	**Area Construction Manager** Deanna Vilcheck	**Date** 6/14/2011
Engineer Approval by		
Signature	**Area Construction Manager** Deanna Vilcheck	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 6/14/2011 Page 1 of 1

TO: Deanna Vilcheck, ACM /	FILE: E.A. 04 - 0120S4
	CO-RTE-PM SF-80-12.7/13.2
FROM: William Howe, Senior R.E.	FED. NO. NO FED AID
CCO#: 1 SUPPLEMENT#: 2 Category Code: AJZZ	CONTINGENCY BALANCE (incl. this change) $68,270,755.50
COST: $500,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☐ YES ☑ NO
CCO DESCRIPTION: Maintain Traffic	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	0 Day(s)	0 Day(s)	0 %	8

THIS CHANGE ORDER PROVIDES FOR:

Additional funds to compensate the Contractor for Maintaining Traffic as specified in Contract Change Order 001-S0.

Reference is made to the previously issued Contract Change Order 001-S0, dated june 09,2010.

Based on the actual cost incurred in the field it is anticipated that the Supplemental funds allocated to Maintain Traffic will not cover the departments share of costs involved . An additional $500,000.00 is requested to cover state's share which will be paid for as extra work at force account and will be financed from the projects Contingency funds.

No adjustment of contract time is warranted, as this change does not affect the controlling operations.

Maintenance concurrence is not required as this work is anticipated in the contract documents.

CONCURRED BY:		
Construction Engineer:	for William Howe	Date 06/14/11
Bridge Engineer:	Mehran Ardakanian	Date 06/14/11
Project Engineer:	Bob Zandipour	Date
Project Manager:	Ken Terpstra	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approval) By:		Date
Resident Engineer's Signature:		Date 06/14/2011

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$500,000.00	$900,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$500,000.00	$900,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

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TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b4

Item- Consent Calendar
Contract Change Orders (CCOs)
Yerba Buena Island Transition Structure (YBITS) No. 1
CCO 76-S1 – OTD Seismic Expansion Joints

Recommendation:
APPROVAL

Cost:
$3,000,000.00 (Not To Exceed)

Schedule Impacts:
N/A

Discussion:
CCO 76-S1 in the amount not to exceed $3,000,000 is necessary to procure and install four modular seismic joints on the OTD structure.

These joints were eliminated from the OTD#1 contract due to redesign issues and will now be furnished and installed under the YBITS#1 contract. The modular joints consist of separate steel beams joined together to allow for seismic expansion in an accordion like fashion.

Change Order No. 76-S0 was issued for $180,000 to perform site investigation of the existing OTD structure in order to ensure the four redesigned joints fit with the as-built condition of the bridge. Change Order No. 76-S1 provides for the fabrication and installation of the seismic joints at a cost not to exceed $3,000,000.

A progress update on the status of the design modifications and procurement of all the joints (15) needed on the east span replacement project, is attached.

Risk Management:

Although this work was added to the contract after award, the budget was revised to fund the work, and the requested funding is within the budgeted amount. In case supplemental funding is required in the future, risk allowances to cover additional joint work was added to the various project risk registers early on.

Attachment(s):

1. Draft CCO 76-S1
2. Draft CCO Memorandum 76-S1
3. CCO No. 76-S0 w/ CCO memo (Approved Copy)
4. SFOBB Seismic Joint – Progress Update

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 76	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Furnish and install the modular seismic joints at Hinges EE, EF, FE and FW of the Oakland Touchdown Structure (Br. No. 34-0006 L/R) as specified on Sheets No. XX through XX of this change order and as shown on Sheets No. XX through XX (Contract Plan Sheets No. XXX) of this change order.

Extra Work at Lump Sum:

Provide compensation to the Contractor for all costs associated with furnishing and installing the modular joints for Hinges EE, EF, FE and FW as specified under this change order.

For these costs, the Contractor shall be compensated an agreed lump sum of (NOT TO EXCEED) $3,000,000.00 which constitutes full and final compensation, including all markups, for all additional costs incurred in furnishing and installing th modular joints as defined by this change order.

Compensation provided under this change order includes all costs associated with the design and fabrication of the modular joint seal assemblies including submittal of working drawings, proof testing of assemblies (including components of assemblies), inspection and installation consultation by a qualified representative of the manufacturer at the job-site during installation of all assemblies, final inspection by the manufacturer of installed assemblies, quality control for final products and the product warranty as specified under this change order. Compensation also includes the transporting of the joints to the project site.

There shall be no reduction in compensation, as defined under Section 55-4.02 “Payment” of the Contract Standard Specifications, for additional shop inspection expenses sustained by the State should any modular joint fabrication shop b located more than 480 air line kilometers or 4,800 air line kilometers from Sacramento and Los Angeles.

Estimated cost of Extra Work at Lump Sum .....$3,000,000.00 (NOT TO EXCEED)

Estimated Cost: Increase ☑ **Decrease** ☐ **$3,000,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer	Date
	William Howe, Senior R.E.	

Approval Recommended by

Signature	Principal T.E.	Date
	Mike Forner	

Engineer Approval by

Signature	Principal T.E.	Date
	Mike Forner	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Deanna Vilcheck, ACM /	FILE: **E.A.** 04 - 0120S4
FROM: William Howe, Senior R.E.	**CO-RTE-PM** SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: **76** SUPPLEMENT#: **1** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$95,604,534.19**
COST: **$3,000,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Hinge EE, EW, FE & FW Seismic Joints	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	**0** Day(s)	**0** Day(s)	**0** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

The procurement and installation of 4 modular seismic joints for the Oakland Touchdown Structure.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel. The structures are comprised of concrete box girder bridges each approximately 26 meters wide, 40 meters high and 450 meters in length.

Mike Whiteside the YBI Coordination Engineer has issued a request to procure 4 modular seismic joints for the Oakland Touchdown Structure (OTD). The OTD structure is located at the eastern approach to the new SFOBB east span. The 4 joints were deleted from the Oakland Touchdown 1 contract due to redesign issues and will now be procured and installed under the YBITS1 contract. This change order provides for the procurement and installation of these joints.

The original Change Order No. 76 S0 was issued at a cost of $180,000 to provide field support to survey the as built joint block out for the redesign of the 4 joints.

The modular deck joints will consist of steal separation beams each spanning the 25 meter width of the bridge with the gaps between these beams sealed with a continuous advanced neoprene or similar material. Fabrication costs include the design of the joint which will be based off of the plans and specification provided and approved by the engineer through the shop drawing process.

Compensation for furnishing and installing the 4 modular joints will be paid as extra work at an agreed lump sum (NOT TO EXCEED) $3,000,000.00 which shall be financed from the contract's contingency funds. A detailed cost analysis is on file.

No adjustment of contract time is warranted as the work will not affect the controlling operation.

(Maintenance concurrence required)

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CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:		
Construction Engineer:	William Howe	Date
Bridge Engineer:	Mehran Ardakanian	Date
Project Engineer:	Bob Zandipour, Design	Date
Project Manager:	Ken Terpstra	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue _Approve) By:		Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$180,000.00
AGREED PRICE	$3,000,000.00	$3,000,000.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$3,000,000.00	$3,180,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 76	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Compensate the Contractor for costs incurred to investigate the condition of existing seismic joints EE, EW, FE, FW and Abutment 23L of the existing Skyway and Oakland Touchdown structures and as directed by the Engineer .

Work will include conducting surveys and tests for any improvements of existing joints, fabricating and testing mock-up seismic joints, removing existing temporary pavement, steel plates and slabs. Work will also include maintaining, repairing or replacing portions of the existing bridge structures, traffic markers, barriers and barricades, temporary pavement, steel plates, slabs and other items as directed by the engineer.

Estimated cost of Extra Work at Force Account $180,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$180,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer William Howe, Senior R.E.	Date 06/13/2011

Approval Recommended by

Signature Deanna Vilcheck	Area Construction Manager Deanna Vilcheck	Date 7/5/11

Engineer Approval by

Signature Deanna Vilcheck	Area Construction Manager Deanna Vilcheck	Date 7/5/11

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title) Edmund A. Recchi – TREASURER	Date 6-21-2011

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 6/8/2011 Page 1 of 1

TO: Deanna Vilcheck, ACM / DV	FILE: E.A. 04 - 0120S4
FROM: William Howe, Senior R.E.	CO-RTE-PM SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: 76 SUPPLEMENT#: 0 Category Code: CHXX	CONTINGENCY BALANCE (incl. this change) $68,770,755.50
COST: $180,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Investigation Work for seismic joints	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	0 Day(s)	0 Day(s)	0 %	8

THIS CHANGE ORDER PROVIDES FOR:

Costs incurred to investigate the condition of existing seismic joint EE, EW, FE, FW and Abutment 23L of the existing Skyway and Oakland Touchdown structures and as directed by the Engineer.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges, which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel.

As part of YBITS-1 contract CCO 013 S0 was issued to the contractor revising the projects limits to encompass the limits between the yerba buena Island (YBI) tunnel to the San Francisco Oakland Bay Bridge (SFOBB) toll Plaza along the Route 80 corridor in Sanfrancisco and Alameda counties.The project limits were revised in order for the Contractor to perform anticipated additional work within the extended limits.

This change is requested by Mike Whiteside, Toll Bridge Design , As part of this change the department directs the contractor to conduct surveys and tests for any improvements of existing joints on the Skyway and Oaklalnd Touchdown structures. This work includes fabrication and test mock-up of seismic joints, removal of existing temporary pavement, steel plates and slabs and also maintaining existing bridge structure which includes maintaining or replacing traffic markers, barriers and barricades, temporary pavement and other items as directed by the engineer.

Compensation for this work shall be paid as extra work at force account. This CCO provides funding for an estimated cost of $180,000. This will be funded from the project's contingency fund. A cost analysis is on file.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

Maintenance concurrence is not required, as this doesn't affect any permanent roadway features.

CONCURRED BY:	
Construction Engineer: for William Howe	Date 6/13/11
Bridge Engineer: Mehran Ardakanian	Date 6/13/11
Project Engineer:	Date
Project Manager:	Date
FHWA Rep.:	Date
Environmental:	Date
Other (specify):	Date
Other (specify):	Date
District Prior Approval By:	Date
HQ (Issue Approve) By:	Date
Resident Engineer's Signature:	Date 6/13/11

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$180,000.00	$180,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$180,000.00	$180,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

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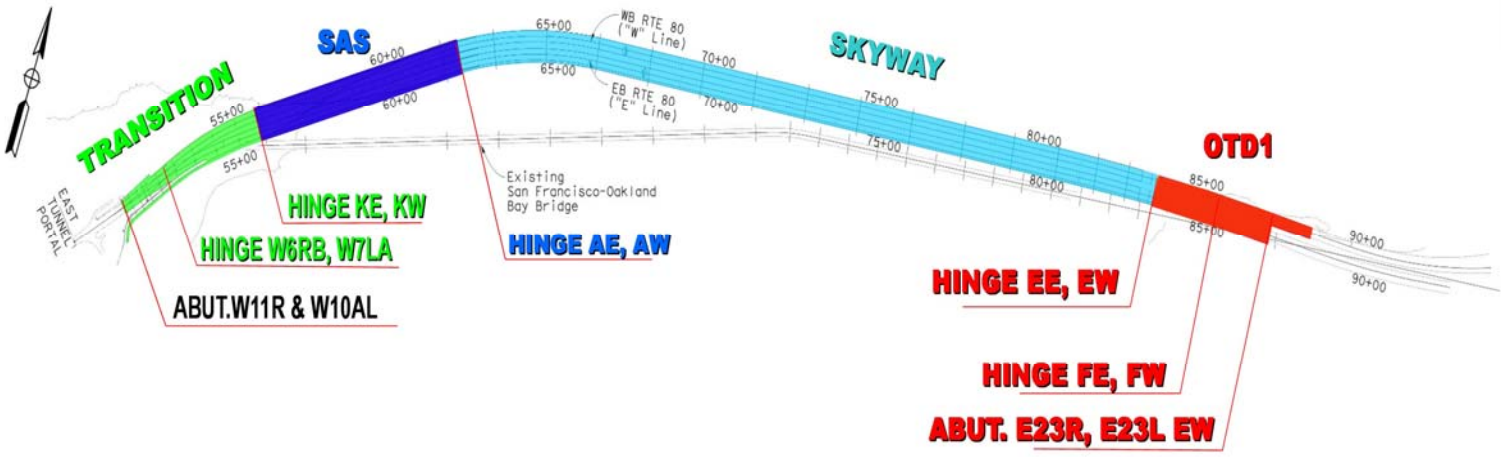
SFOBB EAST SPAN SEISMIC SAFETY PROJECT **September 8, 2011**
SEISMIC JOINTS – PROGRESS UPDATE



ABUT. W11R & W10AL - $91,380
YBITS1 CCO No. 7 – CCO No. 7 issued to modify the riding surface texture pattern.

HINGE W6RB & W7LA - $1,750,000 (Not to Exceed Cost Approved by TBPOC)
YBITS1 CCO No. 33 - Replace original plan tapered plate joints with DS Brown Modular Deck Joints. Joint fabrication CCO No. 33-S0 issued in February 2011. Joint installation CCO No. 33-S1 pending.

HINGE KE & KW - $2,267,613 (Not to Exceed Cost Pending TBPOC Approval)
YBITS1 CCO No. 100 – Design modifications to flat plate joint have been completed. Joint fabrication CCO No.100-S0 to be issued in September 2011 pending TBPOC approval. Joint installation CCO No. 100-S1 pending.

HINGE AE & AW - $2,000,000 (Estimated Cost)
SAS CCO No. 25 - Design modifications to flat plate joint have been completed. Joint fabrication is in progress. CCO No. 25 will be issued to provide for additional fabrication and installation costs.

HINGE EE, EW, FE & FW - $3,000,000 (Not to Exceed Cost Pending TBPOC Approval)
YBITS1 CCO No. 76 – Design modifications to modular joint have been completed to fit the existing block outs. Joint fabrication CCO No. 76-S1 being issued in September 2011 pending TBPOC approval.

ABUT. E23L & E23R – $1,500,000 (Estimated Cost)
YBITS1 CCO No. or OTD2 Contract TBD - Original steel deck plate joint needs no modifications except to change riding surface texture. Flat plate joints will be at the east abutment of OTD (E23R).

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b5

Item- Consent Calendar
Contract Change Orders (CCOs)
Yerba Buena Island Transition Structure (YBITS) No. 1
CCO 100-S0 & S1 – Hinge K Seismic Expansion Joints

Recommendation:
APPROVAL

Cost:
CCO 100-S0: $ 1,767,613.00
CCO 100-S1: $ 500,000.00 (Not To Exceed)

Schedule Impacts:
N/A

Discussion:
CCO 100-S0 in the amount of $1,767,613.00 will furnish 48 square meters of joint seal and approximately 20 metric tons of additional steel needed for larger plates. Additional costs will also be incurred due to the more difficult surface treatment being milled from the plate. Furnishing the added joint seal accounts for the majority of the costs as the seal is a unique product that requires extensive fabrication methods.

CCO 100-S1 in the not-to-exceed amount of $500,000.00 will cover the installation of the joints including revised hinge reinforcement steel.

The total estimated cost to modify the steel deck plate seismic joints at the eastbound and westbound bridges at Hinge K between the YBITS and SAS structures is expected not to exceed $2,267,613.00.

The as-planned joints consist of two separate steel plates which would allow seismic movement by having one plate slide on top of the other plate. The modification to the joints eliminates a tapered edge of the upper plate and changes the friction pattern on

the plate surface. The modified joints should provide for improved performance as well as an improved ride over the joint.

A progress update on the status of the design modifications and procurement of all the joints (15) needed on the east span replacement project is attached.

Risk Management:

The requested funding is within the budgeted amount. In case supplemental funding is required in the future, risk allowances to cover additional joint work was added to the various project risk registers early on.

Attachment(s):

1. Draft CCO:100-S0
2. Draft CCO Memorandum: 100-S0
3. Draft CCO:100-S1
4. Draft CCO Memorandum: 100-S1
5. SFOBB Seismic Joint – Progress Update

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 100	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Incorporate the revisions to the Hinge K closure details and the Hinge KE and KW expansion joint details of the Yerba Buena Island Transition Structure (Br. No. 34-0006 L/R) into the Contract as shown on Sheets No. 3 through 15 of this change order (Contract Plan Sheets 679R1, 680R1, 681R1, 697R2, 698R2, 699R2, 700R2, 701R2, 702R2, 703R2, 704R2, 705R2 and 705AS).

Estimate of Decrease in Contract Item at Contract Price:

Item No. 106: SEISMIC JOINT (HINGE KW)
-1 LS (–100.00%) $250,000.00 /LS = –$250,000.00 (–100.00%)

Item No. 109: SEISMIC JOINT (HINGE KE)
-1 LS (–100.00%) $250,000.00 /LS = –$250,000.00 (–100.00%)

Total cost for Decrease in Contract Item.....($500,000.00)

In accordance with Section 4-1.03B(3), "Eliminated Items," of the Standard Specifications, the adjustment due to the elimination of Item No.106 " Seismic Joint (Hinge KW)" and Item No. 109 "Seismic Joint(Hinge KE)" is zero.

Extra Work at Lump Sum:

Provide compensation to the Contractor for all costs associated with furnishing the Hinge KE and KW expansion joints as specified under this change order.

For these costs, the Contractor shall be compensated an agreed lump sum of $2,267,613.00 which constitutes full and final compensation, including all markups, for furnishing the expansion joints as modified by this change order.

Compensation provided under this change order includes all costs associated with the fabrication of the Hinge KE and KW expansion joints including the deck plates, support plates, Trelleborg Transflex 2400 (including support bars and all connection hardware), channel assemblies and neoprene sheets and pads including all appurtenances associated with these items except as excluded herein. Compensation also includes the transportation of the joints to the project site.

Any costs pertaining to the installation and jobsite storage of the expansion joints shall be deferred and shall be provided under a supplemental change order.

The cost of furnishing the elastomeric concrete, galvanized steel gutters and anchor bolts, polyethylene foam or glazed open cell backer rod, silicone seal, fast setting hydraulic cement concrete and self consolidating concrete shall be deferred and shall be provided under a supplemental change order.

Any adjustment of compensation concerning changes to the Hinge K closure reinforcing steel and mechanical couplers shall be deferred and shall be provided under a supplemental change order.

Cost of Extra Work at Lump Sum $2,267,613.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 100	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,767,613.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer	Date
	William Howe, Senior R.E.	

Approval Recommended by

Signature	Construction Manager	Date
	Mike Forner	

Engineer Approval by

Signature	Construction Manager	Date
	Mike Forner	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Deanna Vilcheck, ACM /	FILE: **E.A.** 04 - 0120S4
FROM: William Howe, Senior R.E.	**CO-RTE-PM** SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: **100** SUPPLEMENT#: **0** Category Code: **AXZZ**	CONTINGENCY BALANCE (incl. this change) **$87,994,343.49**
COST: **$1,767,613.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Hing K Seismic Joints	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	**0** Day(s)	**0** Day(s)	**0** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

Revisions to the Hinge K closure details and associated seismic expansion joints.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel. The structures are comprised of concrete box girder bridges each approximately 26 meters wide, 40 meters high and 450 meters in length.

At the eastern end of the structures, the contract provides for the installation of two separate seismic expansion joints at Hinge K which connects the YBITS structure to the adjacent Self-Anchored Suspension Bridge (SAS). The as-bid seismic joints are each comprised of a 21 meter long by 4 meter wide steel deck plate assembly which rests upon a steel support plate. Mike Whiteside the YBI Coordination Engineer has requested modifications to these joints which are being incorporated under this change order.

The major modifications to the joints include changing the deck plate from a tapered plate to a uniform thickness, adding a 1 meter wide joint seal across the length of the joint and modifying the surface of the plate to provide an improved friction pattern. Numerous miscellaneous plates and brackets are also required to provide a more detailed connection of the plates. In order to mitigate potential delays to the project, this change order provides for the fabrication of the expansion joints. A supplemental change order shall provide for the installation of the joints and for changes to the hinge reinforcing steel.

The major costs associated with this work include furnishing the 48 square meters of joint seal and approximately 20 metric tons of additional steel fabrication costs associated with the larger plates. Additional costs will also be incurred due to the more difficult surface treatment being milled from the plate. Furnishing the added joint seal accounts for the majority of the added costs as the seal is a unique product that requires extensive fabrication methods.

Due to the significant changes to the as-planned joints, the 2 lump sum contract bid items providing for furnishing and installing these joints shall be eliminated resulting in a credit of $500,000.00. Compensation for furnishing the 2 modified expansion joints will be paid as extra work at an agreed lump sum of $2,267,613.00. The net change order cost of $1,767,613.00 shall be financed from the contract's contingency funds. A detailed cost analysis is on file.

Any costs pertaining to the installation and jobsite storage of the joints along with any costs associated with the modifications to the hinge details provided under this change order shall be deferred and shall be provided under a supplement to this change order. The total cost of this change including this change order and all future supplements is anticipated not to exceed $2,300,000.

Adjustment of contract time is deferred as the work may affect the controlling operation.

Maintenance concurrence required as this change will affect permanent caltrans owned features.

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CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:		
Construction Engineer:	William Howe	Date
Bridge Engineer:	Mehran Ardakanian	Date
Project Engineer:	Bob Zandipour, Design	Date
Project Manager:	Ken Terpstra	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Lina Ellis, Str. Maintenance	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue _Approve) By:	Larry Salhaney	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	($500,000.00)	($500,000.00)
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$2,267,613.00	$2,267,613.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,767,613.00	$1,767,613.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE PERCENT

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CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 100	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Provide compensation to the Contractor for all costs associated with installing the Hinge KE and KW expansion joints as specified under Sheets No. 3 through 15 of the original Change Order No. 100.

For these costs, the Contractor shall be compensated an agreed lump sum NOT TO EXCEED $500,000.00 which constitutes full and final compensation, including all markups, for all additional costs incurred in installing the expansion joints as defined by this change order.

Compensation provided under this change order includes all costs deferred under the original Change Order No. 100 pertaining to the installation and jobsite storage of the expansion joints including the cost of furnishing the elastomeric concrete, galvanized steel gutters and anchor bolts, polyethylene foam or glazed open cell backer rod, silicone seal, fast setting hydraulic cement concrete and self consolidating concrete.

Compensation provided under this change order includes all costs concerning changes to the Hinge K closure reinforcing steel and mechanical couplers.

Cost of Extra Work at Lump Sum .....$500,000.00 (NOT TO EXCEED)

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications.

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$500,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer	Date
	William Howe, Senior R.E.	

Approval Recommended by

Signature	Area Construction Manager	Date
	Deanna Vilcheck	

Engineer Approval by

Signature	Area Construction Manager	Date
	Deanna Vilcheck	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Deanna Vilcheck, ACM /

FROM: William Howe, Senior R.E.

FILE: **E.A.** 04 - 0120S4
CO-RTE-PM SF-80-12.7/13.2
FED. NO. NO FED AID

CCO#: **100** SUPPLEMENT#: **1** Category Code: **AXZZ**

CONTINGENCY BALANCE (incl. this change) **$95,104,534.19**

COST: **$500,000.00** INCREASE ☑ DECREASE ☐

HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO

SUPPLEMENTAL FUNDS PROVIDED: **$0.00**

IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO

CCO DESCRIPTION:
Hinge K Seismic Joints

PROJECT DESCRIPTION:
YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	**DEF** Day(s)	**0** Day(s)	**0** %	**9**

THIS CHANGE ORDER PROVIDES FOR:

Revisions to the Hinge K closure details and associated seismic expansion joints.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel. The structures are comprised of concrete box girder bridges each approximately 26 meters wide, 40 meters high and 450 meters in length.

At the eastern end of the structures, the contract provides for the installation of two separate seismic expansion joints at Hinge K which connects the YBITS structure to the adjacent Self-Anchored Suspension Bridge (SAS). The as-bid seismic joints are each comprised of a 21 meter long by 4 meter wide steel deck plate assembly which rests upon a steel support plate. Mike Whiteside the YBI Coordination Engineer has requested modifications to these joints which are being incorporated under this change order.

The major modifications to the joints include changing the deck plate from a tapered plate to a uniform thickness, adding a 1 meter wide joint seal across the length of the joint and modifying the surface of the plate to provide an improved friction pattern. Numerous miscellaneous plates and brackets are also required to provide a more detailed connection of the plates. The original Change Order No. 100 provided for the fabrication of the joints and their delivery to the project site. This change order shall provide for the installation of the joints including changes to the hinge reinforcing steel.
Compensation for installing the 2 modified expansion joints will be paid as extra work at an agreed lump sum NOT TO EXCEED $500,000.00 which shall be financed from the contract's contingency funds. A detailed cost analysis is on file.

Adjustment of contract time is deferred as the work may affect the controlling operation.

(Maintenance concurrence required)

CONCURRED BY:

Construction Engineer:	William Howe	Date
Bridge Engineer:	Mehran Ardakanian	Date
Project Engineer:		Date
Project Manager:	Jaime Gutierrez	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Lina Ellis, Str. Maintenance	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue _Approve) By:		Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	($500,000.00)
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$500,000.00	$2,767,613.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$500,000.00	$2,267,613.00

FEDERAL PARTICIPATION

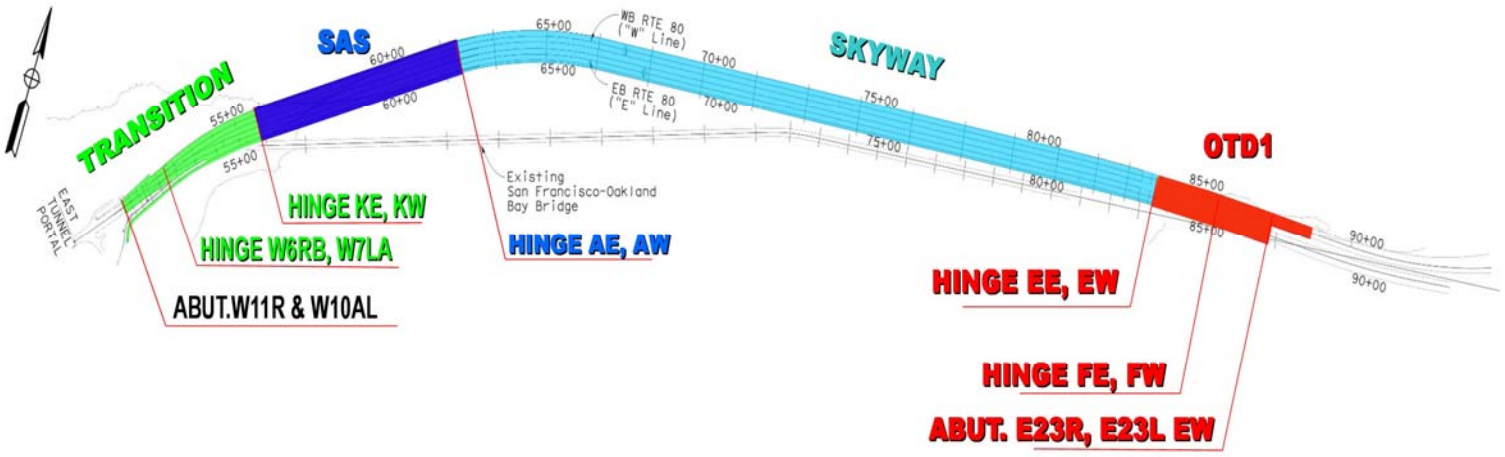
☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call: (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

SFOBB EAST SPAN SEISMIC SAFETY PROJECT **September 8, 2011**
SEISMIC JOINTS – PROGRESS UPDATE



ABUT. W11R & W10AL - $91,380
YBITS1 CCO No. 7 – CCO No. 7 issued to modify the riding surface texture pattern.

HINGE W6RB & W7LA - $1,750,000 (Not to Exceed Cost Approved by TBPOC)
YBITS1 CCO No. 33 - Replace original plan tapered plate joints with DS Brown Modular Deck Joints. Joint fabrication CCO No. 33-S0 issued in February 2011. Joint installation CCO No. 33-S1 pending.

HINGE KE & KW - $2,267,613 (Not to Exceed Cost Pending TBPOC Approval)
YBITS1 CCO No. 100 – Design modifications to flat plate joint have been completed. Joint fabrication CCO No.100-S0 to be issued in September 2011 pending TBPOC approval. Joint installation CCO No. 100-S1 pending.

HINGE AE & AW - $2,000,000 (Estimated Cost)
SAS CCO No. 25 - Design modifications to flat plate joint have been completed. Joint fabrication is in progress. CCO No. 25 will be issued to provide for additional fabrication and installation costs.

HINGE EE, EW, FE & FW - $3,000,000 (Not to Exceed Cost Pending TBPOC Approval)
YBITS1 CCO No. 76 – Design modifications to modular joint have been completed to fit the existing block outs. Joint fabrication CCO No. 76-S1 being issued in September 2011 pending TBPOC approval.

ABUT. E23L & E23R – $1,500,000 (Estimated Cost)
YBITS1 CCO No. or OTD2 Contract TBD - Original steel deck plate joint needs no modifications except to change riding surface texture. Flat plate joints will be at the east abutment of OTD (E23R).

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2c

Item- Consent Calendar
2012 TBPOC Meeting Calendar

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the 2012 TBPOC Meeting Calendar.

Attachment(s):
2012 TBPOC Meeting Calendar

2012 TBPOC Meeting Calendar
(as of September 8, 2011)

Jan-12				
MON	TUE	WED	THU	FRI
HOLIDAY 2	PMT 3	4	TBPOC Bay 5	6
PMT 9	10	BATA OC 11	12	13
HOLIDAY 16	PMT 17	18	19	20
PMT 23	24	MTC CTC 25	CTC 26	27
PMT 30	31			

2 - "New Year's Day" observed
16 - M L King Jr. Day

Feb-12				
MON	TUE	WED	THU	FRI
		1	TBPOC Bay 2	3
PMT 6	7	BATA OC 8	4Final 9	4 Leg 10
PMT 13	14	15	16	17
Holiday 20	PMT 21	MTC CTC 22	CTC 23	24
PMT 27	28	29		

20 - President's Day

Mar-12				
MON	TUE	WED	THU	FRI
			TBPOC Sac 1	2
PMT 5	6	BATA OC 7	8	9
PMT 12	13	14	15	16
PMT 19	20	MTC 21	22	23
PMT 26	27	CTC 28	CTC 29	30

Apr-12				
MON	TUE	WED	THU	FRI
PMT 2	3	4	TBPOC Bay 5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTC CTC 25	CTC 26	27
PMT 30				

May-12				
MON	TUE	WED	THU	FRI
	1	2	TBPOC Bay 3	4
PMT 7	8	BATA OC 9	1Final 10	1Leg 11
PMT 14	15	16	17	18
PMT 21	22	MTC CTC 23	CTC 24	25
HOLIDAY 28	PMT 29	30	31	

28 - Memorial Day

Jun-12				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Sac 7	8
PMT 11	12	BATA OC 13	14	15
PMT 18	19	20	21	22
PMT 25	26	MTC CTC 27	CTC 28	29

Jul-12				
MON	TUE	WED	THU	FRI
PMT 2	3	HOLIDAY 4	TBPOC Bay 5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTC CTC 25	CTC 26	27
PMT 30	31			

4 - Independence Day

Aug-12				
MON	TUE	WED	THU	FRI
		1	TBPOC Bay 2	3
PMT 6	7	8	2Final 9	2Leg 10
PMT 13	14	15	16	17
PMT 20	21	CTC 22	CTC 23	24
PMT 27	28	29	30	31

Sep-12				
MON	TUE	WED	THU	FRI
HOLIDAY 3	PMT 4	5	TBPOC Sac 6	7
PMT 10	11	BATA OC 12	13	14
PMT 17	18	19	20	21
PMT 24	25	MTC CTC 26	CTC 27	28

3 - Labor Day

Oct-12				
MON	TUE	WED	THU	FRI
PMT 1	2	3	TBPOC Bay 4	5
HOLIDAY 8	PMT 9	BATA OC 10	11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	25	26
PMT 29	30	CTC 31		

8 - Columbus Day

Nov-12				
MON	TUE	WED	THU	FRI
			CTC 1	2
PMT 5	6	3Final BATA OC 7	3Leg TBPOC Bay 8	9
HOLIDAY 12	PMT 13	MTC 14	15	16
PMT 19	20	21	HOLIDAY 22	23
PMT 26	27	28	29	30

12 - "Veteran's Day" observed
22 - Thanksgiving Day

Dec-12				
MON	TUE	WED	THU	FRI
PMT 3	4	CTC 5	CTC 6	7
PMT 10	11	BATA OC 12	TBPOC Sac 13	14
PMT 17	18	MTC 19	20	21
PMT 24	HOLIDAY 25	26	27	28
PMT 31				

25 - Christmas Day

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature

PMT Meetings in Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM
TBPOC Mtgs in Bay Area, 10AM - 1PM

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 3a

Item- Program Issues
Yerba Buena Island Ramps

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
E. Cordoba and City of San Francisco representatives will provide an update on the Yerba Buena Island Ramps project at the September 8th meeting. Attached is a copy of their presentation, "Yerba Buena Island Ramps Improvements".

Attachment(s):
Yerba Buena Island Ramps Improvements

Yerba Buena Island Ramps Improvements

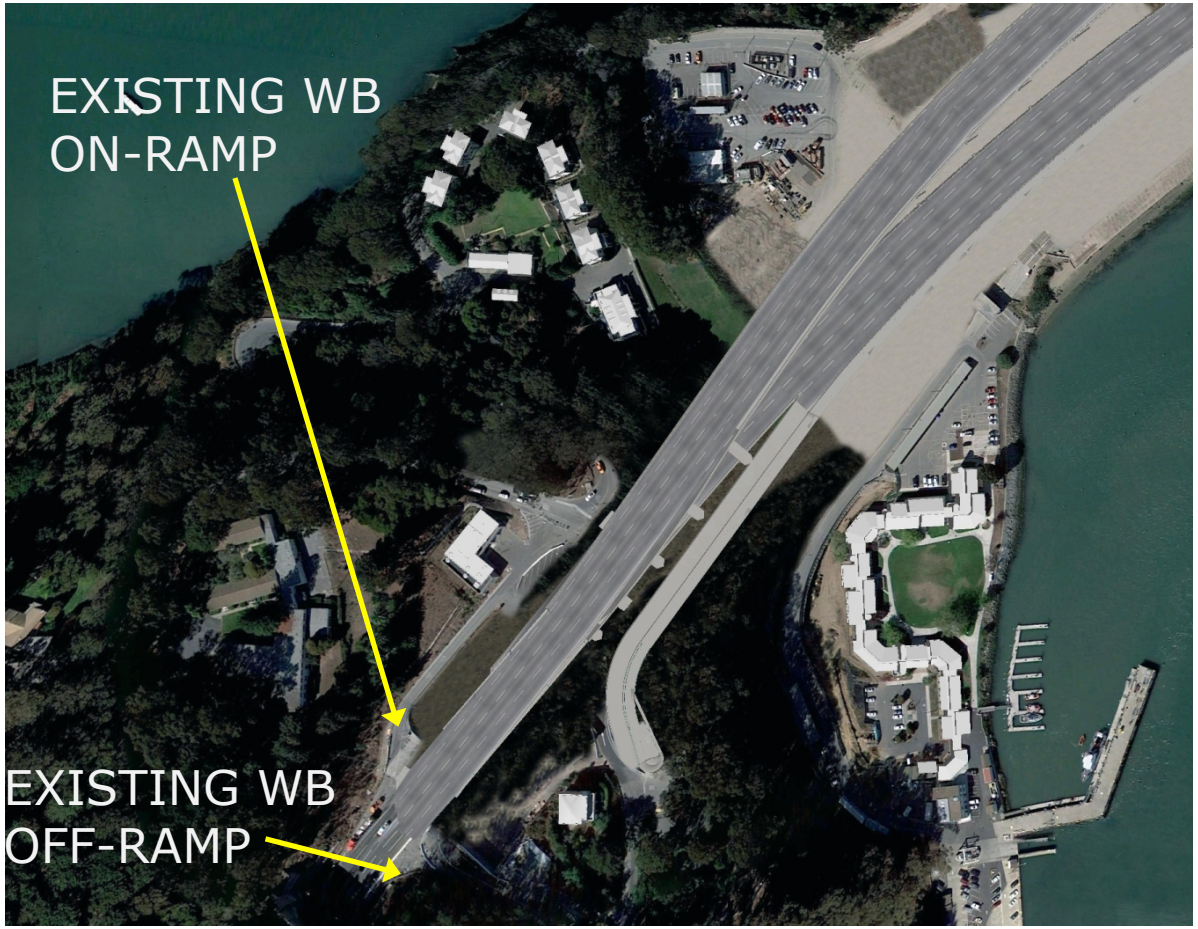
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

September 8, 2011

Presentation Agenda

- YBI (East-Side) Ramps Project Update
  - Project Overview
  - Preferred Alternative
  - EIR/EIS Update
  - Cost/Funding Review
  - Schedule
- Other Planned YBI Improvements
  - YBI West-Side Bridges
  - TIDA Bicycle-Pedestrian Improvements
  - Schedule
- Questions

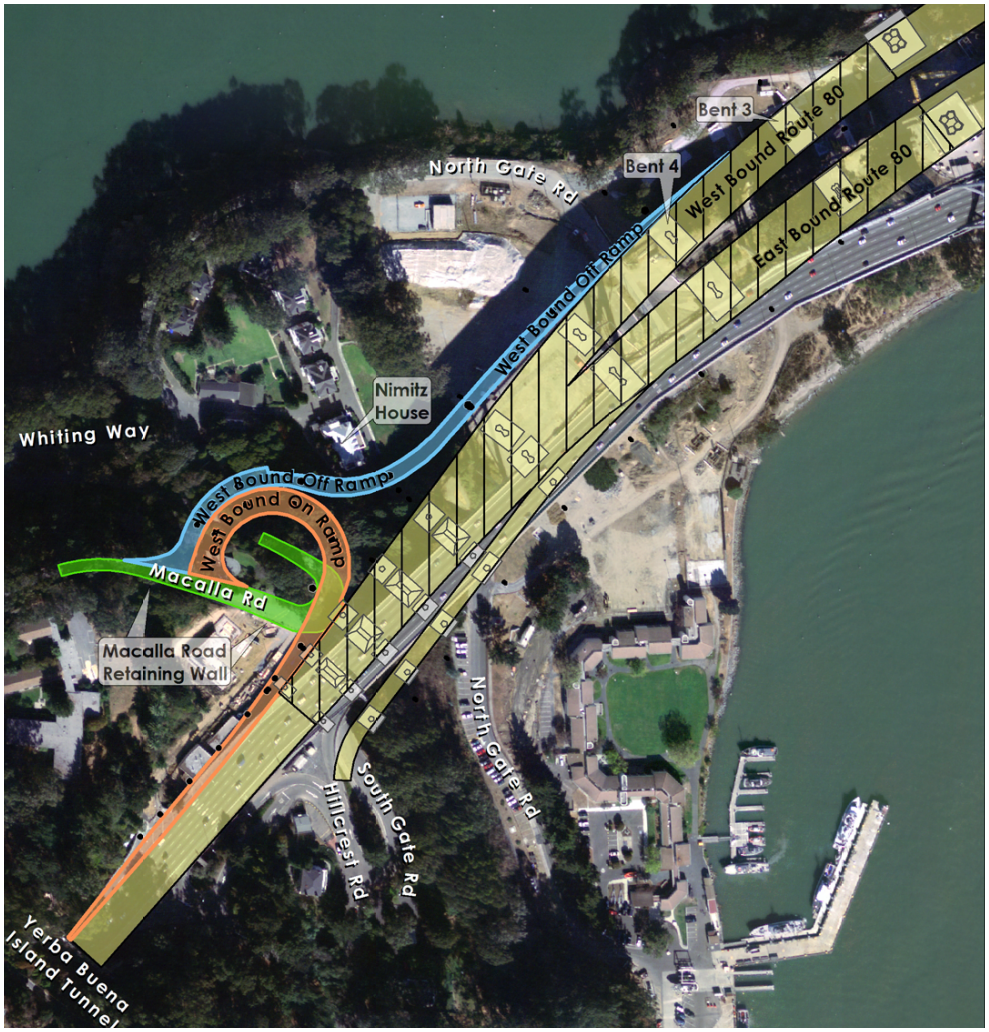
Project Overview



- Replace existing westbound (WB) On-Ramp and WB Off-Ramp located on east side of YBI with new WB On-Ramp and new WB Off-Ramp to improve functional roles of ramps
- Address geometric and operational deficiencies of existing on- and off-ramps and effects on SFOBB (I-80) mainline without degrading mainline operation
- Project is separate and independent of the SFOBB Project.
- New ramps would improve operations of ramps and provide connections between YBI and the new SFOBB

Preferred Alternative

- Reconstructs WB Off-Ramp
- Reconstructs WB On-Ramp
- Macalla Road widening at Ramps intersection
- Requires relocation of Quarters 10/Building 267



YBI Project – Off-Ramp
YBI Project - On-Ramp
YBI Project – Macalla Road
SFOBB Project

EIR/EIS Update

- The DEIR/EIS was circulated for public comment from February 25 to April 11, 2011.
- US Dept. of Interior, US EPA, US Navy, US Coast Guard, BCDC, CA-RWQCB – comments received
- SHPPO Memorandum of Agreement has been executed
- Final EIR/EIS Approval Milestones
  - CEQA Certification – Sept. 27, 2011
  - NEPA Approval – October 2011
  - NEPA Record of Decision – Nov. 16, 2011

Cost/Funding Review

- **Costs**
  - Capital Costs - $70.5 M
  - Right-of-Way/Environmental Mitigation Costs – $3 M
  - Final Design Costs - $10 M
  - Construction Management - $10.5 M
  - Total Project Cost = $94 M

- **Funding**
  - Highway Bridge Program (HBP - Federal) - $77 M
  - Local Seismic Bridge Retrofit Account (LSBRA - Prop 1B) - $9 M
  - Local Match (TIDC) - $8 M

Project Schedule

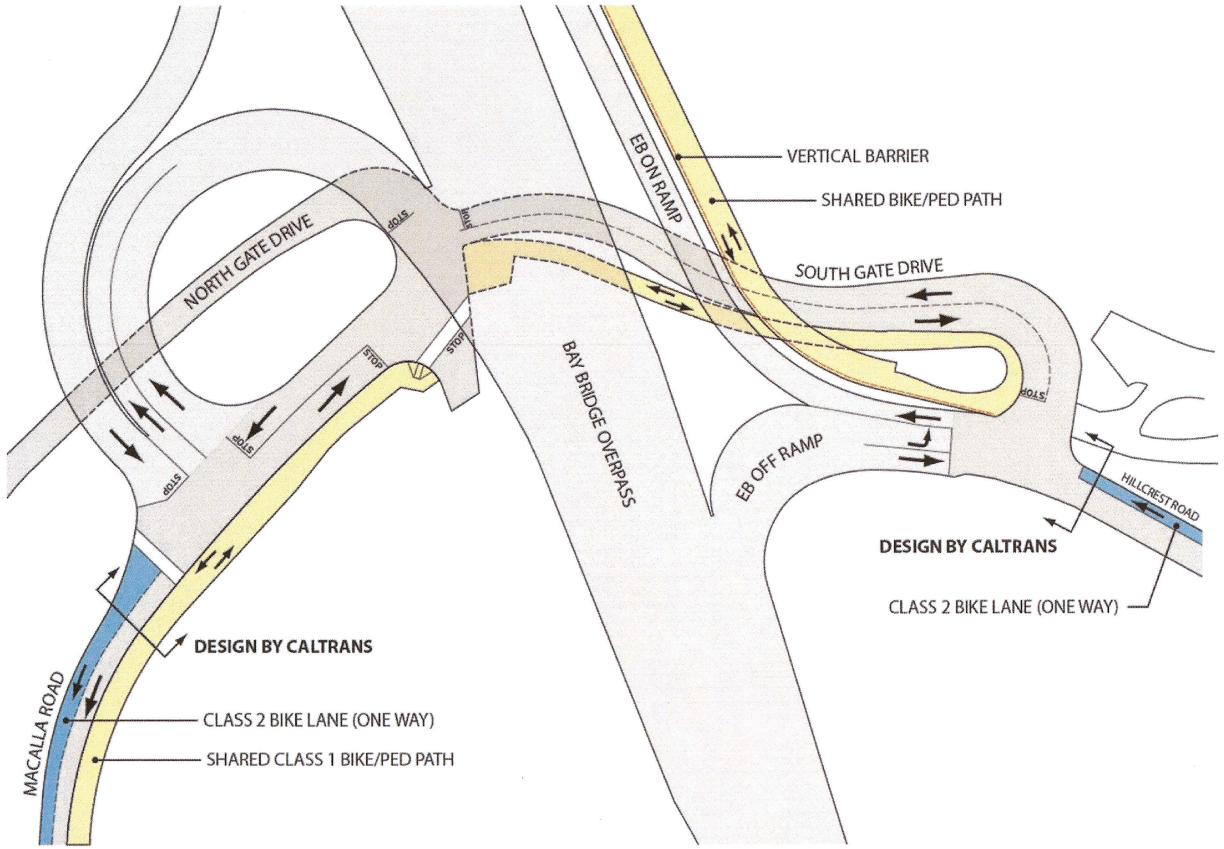
- Complete Final Design– Summer 2012
- Environmental Mitigation Q10/Bldg 267 – Fall 2012
- Construction Funding Allocation – Spring 2013
- Advertise Construction Contract - Summer 2013
- Award Construction Contract – Late 2013
- Start Construction– Spring 2014
- Complete Construction – Fall 2015

Other Planned YBI Improvements

- Seismic Retrofit of Nine (9) Bridge Structures on the West Side of Yerba Buena Island

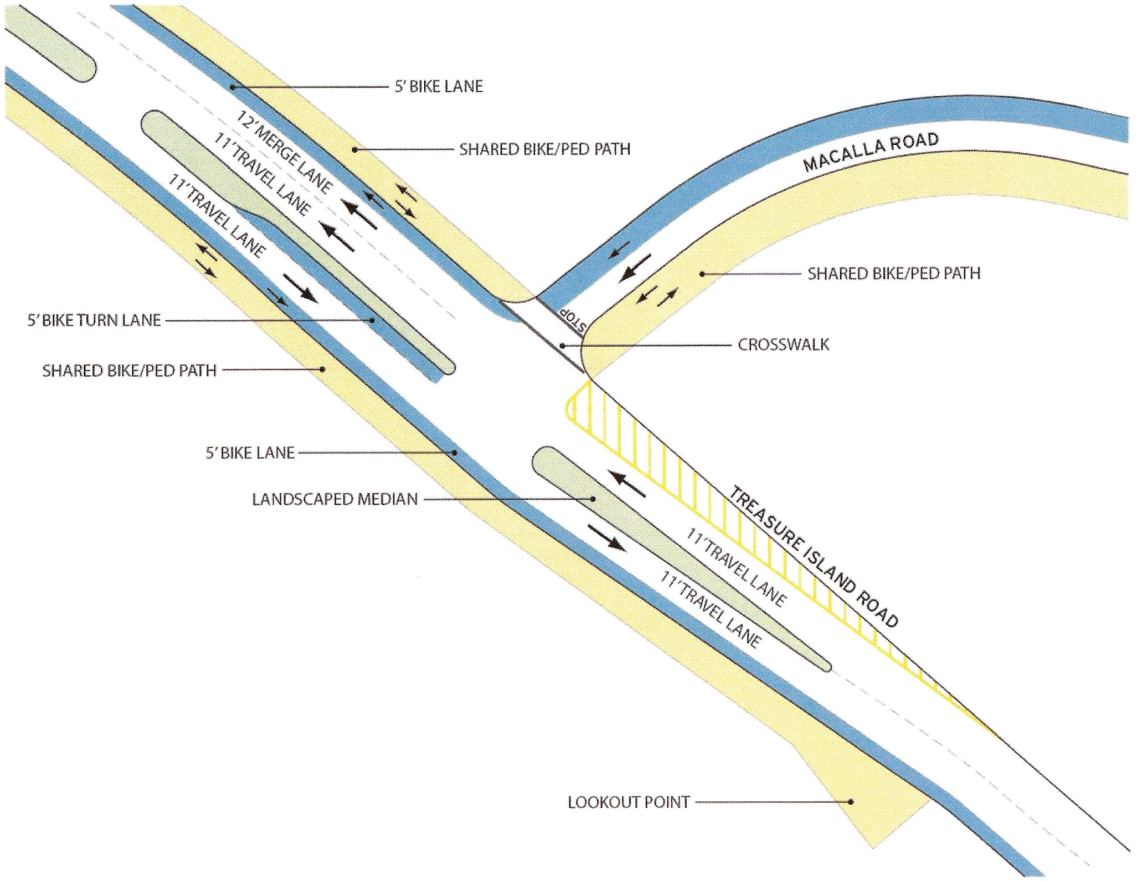
Bicycle-Pedestrian concept at YBI Ramps

PLAN DETAIL 2 - BAY BRIDGE / MACALLA / HILLCREST



Bicycle-Pedestrian concept at Treasure Island Road

PLAN DETAIL 1 - MACALLA / TREASURE ISLAND ROAD



West-side Bridges Schedule

- Complete Seismic Strategy Reports – Sept. 2011
- Complete Environmental/Final Design– Early 2013
- Construction Funding Allocation – Spring 2013
- Advertise Construction Contract - Summer 2013
- Award Construction Contract – Late 2013
- Start Construction– Spring 2014
- Complete Construction – Summer 2015

Yerba Buena Island Ramps Improvements

Questions?

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 3b

Item- Program Issues
SFOBB West Span Pathway Project Initiation Document Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
BATA is preparing for the first public outreach meeting for the preparation of a project initiation document (PID) for the San Francisco-Oakland Bay Bridge West Span Pathway Project. The project would provide bicycle, pedestrian, and maintenance access from the east span on Yerba Buena Island across the west span to San Francisco. As the project will tie into east span pathway and the proposed Treasure Island (TI) improvements, staff is providing this informational project update to the TBPOC along with the TI update. The public outreach meeting is being scheduled for late September or early October.

The effort to prepare a PID for the project started in 2010 with a focus on evaluating approach alternatives on YBI and San Francisco and more recently on the questions of single or dual pathways and on the condition of the existing bridge decks. The team has explored a number of approach alternatives in San Francisco and on Yerba Buena Island with the various agencies including the City of San Francisco, Treasure Island Development Authority and the U.S. Coast Guard. Those alternatives are attached to this memo for your information.

The preliminary cost estimates for the project remains in the $400 to $800 million range depending on time of construction, single or dual pathways, and inclusion of a deck replacement project at the same time as the pathway project. Approximately 80% of the

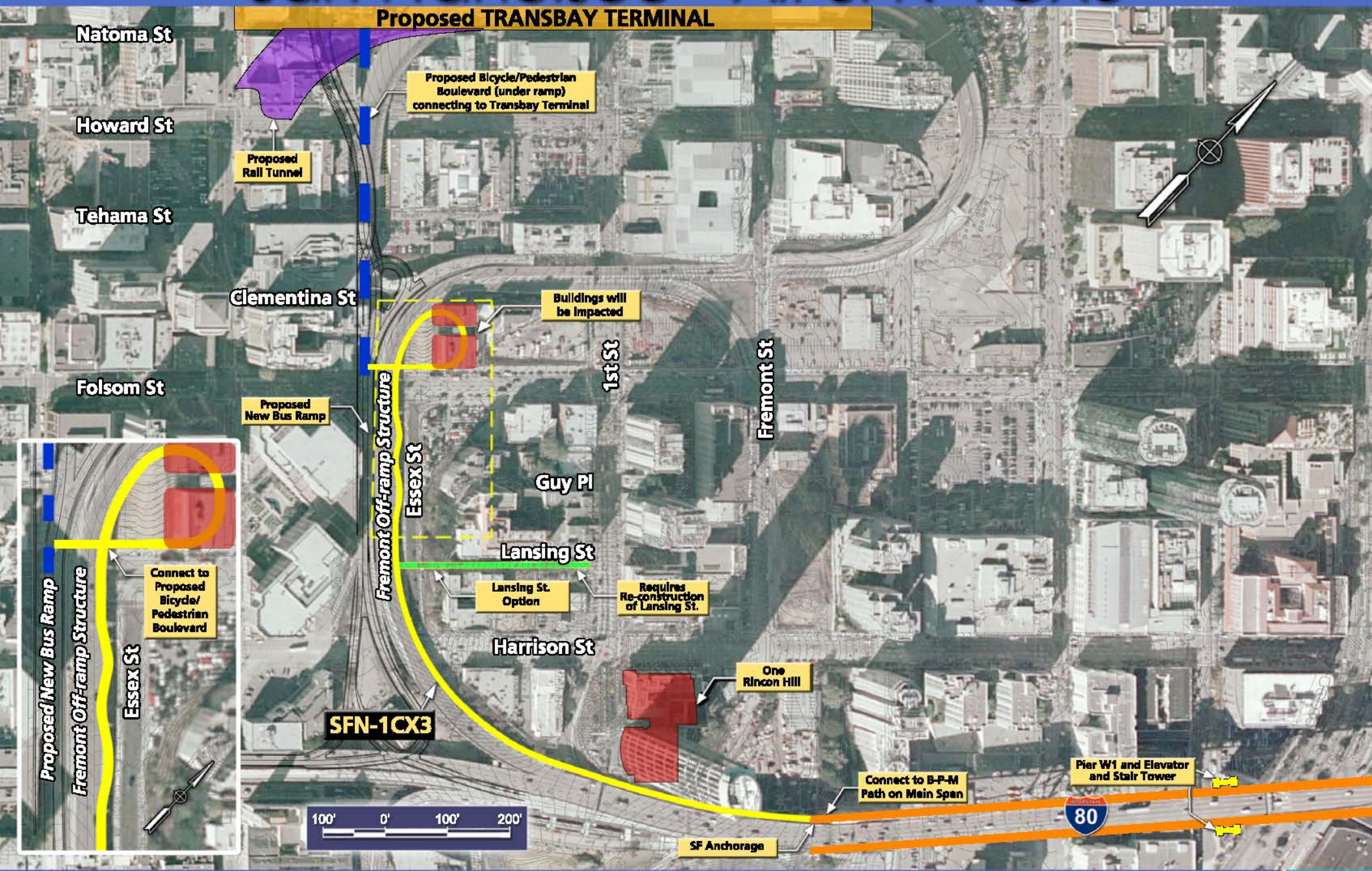
project cost would be for the pathways along the 2-mile length of the west span. No construction funding has yet been identified for the project.

Staff is confident that all reasonable alternatives have been explored and a public outreach at this time is prudent, so that the PID can be completed by the middle of 2012.

Attachment(s):

1. San Francisco – Alt SFN-1 CX3
2. Yerba Buena Island – Alt YBI - N1
3. Main Span Cross Section

San Francisco - Alt SFN-1CX3



San Francisco-Oakland Bay Bridge West Span Bike/Pedestrian Maintenance Path

TYLIN INTERNATIONAL

BAY AREA TOLL AUTHORITY

Caltrans

Yerba Buena Island - Alt YBI-N1

San Francisco-Oakland Bay Bridge West Span Bike/Pedestrian Maintenance Path

TYLIN INTERNATIONAL

BAY AREA TOLL AUTHORITY

Caltrans

Main Span Cross Section

San Francisco-Oakland Bay Bridge West Span Bike/Pedestrian Maintenance Path

TYLININTERNATIONAL

BAY AREA TOLL AUTHORITY

Caltrans

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: August 31, 2011

FR: Stephen Maller, Deputy Director, CTC

RE: Agenda No. - 3c

Program Issues

Item- Gateway Park Transportation Enhancements (TE) Funding Application

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Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Caltrans, BATA and CTC, along with support from other members of the Gateway Park Working Group, have taken a lead role in developing a TE application for the Gateway Park project. Two applications will be submitted later this year: one for $25M in ITIP (Interregional Transportation Improvement Program) funds and the other for $25M in RTIP (Regional Transportation Improvement Program) funds. Caltrans is the lead on the ITIP application, and BATA/ MTC is the lead on the RTIP application. The draft ITIP application is attached. Also attached is the STIP/ TE schedule.

The TBPOC hosted two visioning conferences for Gateway Park in 2008 and 2009. At the last conference held in February 2009, the TBPOC and other executive leaders directed staff to "think big" about the park and proceed with planning and conceptual design. A Project Concept Report was produced in April 2011. The report includes five phases of park development, based on a grand, world-class vision for Gateway Park. The cost estimate for Phase 1 of the Gateway Park project is $198M. Key funding sources will include BATA toll funds and TE funds.

Attachment(s):
1. Draft TE ITIP Application for Gateway Park
2. 2012 STIP/ TE Schedule

Transportation Enhancement (TE) Application (PSR Equivalent)

TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes.
All projects must have an approved eligible application prior to programming in the RTIP.

PART ONE: GENERAL PROJECT INFORMATION

_____RTIP TE ____x___ITIP TE Is the project within Caltrans Right of Way? Yes☒ No☐.

Are you using Recovery Act TE funds? Yes ☐ No ☒

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps? Yes☒ No☐.
If you answered yes to the above question please list the contact information for the corps.
Corps Name: Civicorps Contact Name: Rebecca Grove Phone number: 510-992-7832

PROJECT TITLE: Gateway Park at the touchdown of the new East Span of the San Francisco-Oakland Bay Bridge

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email) Tony Anziano Toll Bridge Program Manager California Department of Transportation 325 Burma Road, CA 94607 Phone: 510 -219-6335 Fax: 510-622-4266 tony_anziano@dot.ca.gov Ken Terpstra SFOBB Project Manager California Department of Transportation 325 Burma Road, CA 94607 Phone: 510 -385-7057 Fax: 510-622-4266 ken_terpstra@dot.ca.gov	(Round dollars to nearest thousands) TE FUNDS (ITIP) REQUESTED $22,132,000 State Match (11.47%) $ 2,868,000 TE FUNDS (RTIP) REQUESTED $25,000,000 Local Match (if Required) $ TOTAL TE PROJECT COST $ 50,000,000 ☐ TE is a stand-alone project. ☒ TE is part of a larger project.

Person who can answer questions about this application (Name, title, phone, fax, email)	PARTNER(S) (Name, title, agency, address, phone, fax)
Lee Taubeneck Deputy District Director Caltrans District 4 Division of Transportation Planning & Local Assistance 111 Grand Avenue, MS: 1L Oakland, CA 94623 Phone: 510-286-5908 Fax: 510-286-6301 Lee_taubeneck@dot.ca.gov	Andrew Fremier Deputy Executive Director Bay Area Toll Authority 101 Eighth Street, CA 94607 Phone: 510 -817-5840; Fax: 510-817-5848 afremier@mtc.ca.gov Stephen Maller Deputy Director CTC 1120 N Street, Room 2221 (MS-52) Sacramento, CA 95814 Phone: 916-203-1512; Fax: 916-653-2134 stephen_maller@dot.ca.gov Michael Anderson Assistant General Manager – Planning EBRPD 2950 Peralta Oaks Court P.O. Box 5381 Oakland, CA 94605 Phone: 510-544-2303; Fax: 510-382-0539 manderson@ebparks.org Brad McCrea Regulatory Program Director BCDC 50 California Street, Suite 2600 San Francisco, CA 94111 Phone: 415-352-3615; Fax: 415-352-3606 bradm@bcdc.ca.gov Al Auletta Urban Economic Coordinator City of Oakland, Community and Economic Development Agency 250 Frank H. Ogawa Plaza, Oakland, CA 94612 Phone: 510-238-3752; Fax: 510-238-2226 aauletta@oaklandnet.com Richard Sinkoff Director of Environmental Programs and Planning Port of Oakland 530 Water Street, Oakland, CA 94607 Phone: 510-627-1182; Fax: 510-465-3755 rsinkoff@portoakland.com Laura Thompson Bay Trail Project Manager ABAG PO Box 2050, Oakland, CA 94604-2050 Phone: 510-464-7935; Fax: 510-464-7900 laurat@abag.ca.gov Vince DeLange Senior Civil Engineer EBMUD 375 11th Street, Oakland, CA 94607 Phone: 510-287-1141; Fax: (510) 287-1530 vdelange@ebmud.com

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

The future Gateway Park is located where the new East Span of the San Francisco-Oakland Bay Bridge (Bay Bridge) touches down in Oakland, California. The Gateway Park project consists of five phases of development. This TE ITIP application (a separate TE RTIP application is also being submitted) applies to the first phase of work, with an estimated total project cost of $198 million.

Gateway Park Phase 1 (as presented in Figure 3/ Appendix A) includes:

- an elevated bikeway connecting to the Bay Trail and serving the communities of West Oakland and downtown Oakland (this bikeway is not a Caltrans permit requirement);
- a transportation museum housed in the renovated historic building known as IERBYS (Interurban Electric Railway Bridge, Yards and Shops);
- a visitor center housed in the renovated historic Key Substation building;
- landscaping and trails along transportation corridors within the park; and,
- public art incorporating elements of the original Bay Bridge.

Gateway Park will be an interregional destination for local, statewide, national and international visitors, drawing upon its rich history, celebrating the architecture and engineering features of the new bridge, and resting upon the natural and breathtaking beauty of the San Francisco Bay and its environs. The project will maximize public access and promote a safe and seamless experience for visitors. The area is rich in transportation history: two historic buildings on State-owned property once served the Key System, a regional rail system connecting East Bay communities to San Francisco via the Bay Bridge; the original Bay Bridge is also historic, opening in 1936, and salvaged items of the bridge will be displayed in the future park and museum; and, the Port of Oakland has been serving the area for decades.

Each of the five phases of the park is independently operable. The other four phases are contingent upon future sources of funding and build on the development in Phase 1. Phase 2 will improve the park entry and access, including additional auto parking, landscaping, and further improvements to park roadways. Phase 3 will provide additional public access and landscaping improvements on the northern side of the new East Span. Phase 4 will improve bicycle/ pedestrian access by providing an elevated bikeway to and along Maritime Street, which runs in the center of the Port of Oakland operations; additional Phase 4 improvements include children playground areas, board walk buildings and amenities, and a ferry terminal. Phase 5 will provide an educational dry garden (in conjunction with the EBMUD) and sports/ recreational facilities under the freeway area near the MacArthur Maze.

Total Project Cost $ 198 Million

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

Gateway Park is located in the center of the nine-county San Francisco Bay Area. It is located at the Oakland touchdown of the new East Span of the Bay Bridge, which is scheduled to open in late 2013. Phase 1 of Gateway Park encompasses approximately 40 acres, land which is owned primarily by the State of California, but also includes other landowners, such as the Port and City of Oakland. Millions of visitors are drawn to the Bay Area each year; the Bay Bridge (Interstate 80) serves 270,000 vehicles each weekday; and, the Port of Oakland is the third-busiest port on the West Coast.

As described above, Phase 1 of Gateway Park will provide bicycle/ pedestrian improvements, a transportation museum, visitor center, landscaping and public art, other park amenities, and access improvements. A signature feature of the park will be the new landmark, world-class East Span. The park will celebrate the new bridge, as well as transportation and the area's diverse history, by incorporating the historic IERBYS building as a transportation museum, Key Substation as a visitor center, and bridge artifacts for public art in the park.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

Nestled at the base of the new East Span, Gateway Park will be a destination for visitors and residents alike, to pause, observe and celebrate the iconic architecture and engineering of the new bridge, the rich history of rail, road and water transport, and the natural beauty of the San Francisco Bay. The park will facilitate important multi-modal improvements in the area, including auto vehicles, Port truck traffic, public transit (primarily AC Transit buses), and bicyclists/ pedestrians accessing the new bridge. The transportation museum and visitor center will transform historical buildings into inviting places to meet, stroll about, and observe the relics of the past and new monuments of the future. Bridge artifacts and other public art will be displayed throughout the park.

The Gateway Park project goes beyond the bicycle path already being designed/ constructed along the I-80 freeway, as part of a Caltrans public access permit that has already been funded through SHOPP and the Toll Bridge Seismic Retrofit Program. The proposed elevated bikeway will connect the communities of West Oakland and Oakland to the broader Bay Trail (500 miles), providing greater commute options to these typically underserved communities. Additionally, the Gateway Park project builds upon the approximately 15 acres at the tip of the Oakland touchdown that are already earmarked for a park, as part of the decommissioning of the Oakland Army Base in the 1990s and the resultant transfer of land from the U.S. Army to the East Bay Regional Park District. The State of California owns approximately 4 acres of adjacent land, which includes two historic, State-owned buildings, all of which are required to be made compatible with the future Gateway Park.

Gateway Park encompasses many of the categories/ objectives of the TE funding program, including:

- provision of facilities for bicyclists/ pedestrians;
- provision of tourist/ welcome centers;
- landscaping and other scenic beautification;
- historic preservation and rehab and operations of historic transportation buildings (IERBYS, Key Substation); and,
- establishment of a transportation museum.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

Gateway Park is adjacent to I-80 and the Bay Bridge. The TE project would improve access to the site on local roadways and via a new or improved freeway on/ off ramp. Drivers on the Bay Bridge heading east will see Gateway Park as they arrive in Oakland, hence serving as a “gateway” to the East Bay. Currently, 270,000 vehicles traverse the Bay Bridge daily. Truck traffic at the Port of Oakland, just south of the park, will be mitigated by transportation improvements provided by the TE project (eg, segregated bike/ ped facilities).

The elevated bicycle/ pedestrian path (separate from the I-80 permit required bikepath) will provide another connection to the new bridge and improve connections to the communities of West Oakland (traditionally underserved) and downtown Oakland. A high volume of bike/ ped usage is expected given comparable data on the Golden Gate Bridge.

AC Transit currently serves the toll plaza area near Gateway Park, and 27 local and regional buses cross the bridge daily. New transit service to the park site is envisioned. A new ferry terminal at the park is also planned in a future phase of work.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

Gateway Park will be developed in conjunction with the new East Span of the Bay Bridge, and there are no conflicts with future plans for I-80. This project is in conformance with the Bay Bridge Toll Plaza and Caltrans Maintenance complex improvements in the project area. The proposed project is located in the western limit of the I-80 corridor covered in the I-80 Corridor System Management Plan (CSMP), published in September 2010. It also conforms to the I-80 CSMP.

Additionally, this project supports the goals and objectives of the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP/T2035) as well as the Alameda Countywide Transportation Plan. The project also supports the goals and policies of the current California Transportation Plan (CTP2030) through its environmental and community enhancement as well as historic preservation.

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

Gateway Park embodies CSS in the following ways:

- The project balances community, aesthetic, historic, and environmental values while enhancing the transportation system. A collaborative Gateway Park Working Group includes representatives from diverse agencies, including Caltrans, BATA, BCDC and the East Bay Regional Park District, who are working together to ensure that the project balances the different values represented by each agency and the public at large.
- The project will fit aesthetically into its surroundings, including the Bay Bridge and San Francisco Bay. The pathways and roadways will be harmonious with adjacent land uses and the natural setting.

- The park concept has integrated community values through public outreach activities. Public involvement is very important to the project, as evidenced by the number and diversity of stakeholders involved thus far. The Gateway Park Working Group, consisting of nine local, regional, and statewide agencies, has been meeting on a monthly basis for approximately three years. Two Gateway Park public workshops were held in 2010 and each involved over 100 participants, representing several community groups and local residents. Outreach to and meetings with the community of West Oakland, an underserved, African American community next to the Gateway Park, have been held over the last two years.
- The park will maximize access while promoting a safe and seamless experience for visitors. In addition, the park program will enhance the health and welfare of all visitors, including local residents.
- Sustainability is one of the five goals of the project: "Make sustainable practices a foundation of the park design and operations." Designing for sea level rise has been factored into the concept plan, and dry landscaping and water conservation are also key components of the plan.
- Transportation history of the area will be celebrated throughout the park area. The park program includes a transportation museum, rehabilitation of historic buildings tied with local transportation history, and re-use of transportation artifacts in the park.

ALTERNATIVES CONSIDERED

A no-build alternative, which included a minimum level of improvements, was considered. Without TE funding, the project's scope would be reduced. Plans for the transportation museum and elevated bikepath would have to be scaled back or possibly eliminated.

Additional alternatives will be considered during the next phase of environmental/ preliminary design (project schedule is presented in Appendix B).

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

1. ☒ Provision of facilities for pedestrians and bicycles
2. ☐ Provision of safety and educational activities for pedestrians and bicyclists.
3. ☐ Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. ☒ Landscaping and other scenic beautification.
6. ☒ Historic preservation.
7. ☒ Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. ☐ Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. ☐ Inventory, control, and removal of outdoor advertising.
10. ☐ Archaeological planning and research.
11. ☐ Environmental mitigation
    (i) To address water pollution due to highway runoff; or
    (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. ☒ Establishment of transportation museums.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

Project location maps and park concept plans are presented in Appendix A.

PART TWO: FUNDING

Prepared by Lee Taubeneck Title Deputy District Director

Agency Caltrans District 4 Phone 510-286-5908 FAX 510-286-6301

PROJECT COMPONENT COSTS (round to nearest $1,000s)

	RTIP	ITIP	OTHER
• E&P (PA&ED)	$	$	$3,000,000
• PS&E	$	$	$15,000,000
• Right of Way Capital	$	$	$
• Right of Way Support*	$	$	$
• Construction Support*	$	$	$25,000,000
Construction Capital	$25,000,000	$25,000,000	$105,000,000

TOTAL PROJECT COSTS $ 198,000,000

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

The total estimated cost for Gateway Park Phase 1 is $198 million. Items eligible under TE are presented below. The full set of detailed cost estimates developed for the full Gateway Park project (all five phases) are provided in Appendix C. Please note that these cost estimates were originally prepared according to zones and have since been re-worked and presented as the five phases of Gateway Park development.

Gateway Park Project - Phase 1 TE Eligible Items	
Concept Preferred Design - Magnitude of Cost	
Prepared by Davis Langdon	
15-Mar-11	
New car parking [1]	600,000
Elevated bike trail, 12" wide concrete to Grand Ave	10,750,000
Allow for additional trees & landscaping at roadside (Zone 1)	570,000
Allowance to install section of old bay bridge as art	1,000,000
Allowance to dismantle, re-erect, renovate existing IERBYS to "Museum" standard core/ shell [2]	26,400,000
Allow for additional trees & landscaping at roadside (Zone 2a)	402,750
Allowance for footings and installation of art and artifacts supplied by others	100,000
Allowance for fencing	265,000
Allowance for site furniture - benches, bollards, trash receptacles, bike racks, etc.	50,000
Signage (interpretive signage excluded)	53,700
Subtotal	40,191,450
Contract mgmt, contingency (25%)	10,047,863
Total	**50,239,313**
[1] Consultant estimate of $1.2M for all new car parking, half of which has been estimated for museum users.	
[2] Full build out of museum, incl programming/ facilities, estimated at $26.4M for IERBYS ($1100/ sf @ 24,000 sf) based on discussions with consultant; an amount higher than the consultant's original estimate of $18M.	

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

It is proposed that a Joint Powers Authority (JPA) be formed for implementation, operations, and maintenance. The JPA would consist of EBRPD, BATA, Caltrans, and City of Oakland. Alternatively, EBRPD will maintain the park.

What is the source of maintenance funds?

It is anticipated that a combination of Bay Area toll funds and user fees will be used. However, this is dependent on the formation of a JPA.

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009

Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

(1) In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

(2) After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

(3) After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

For projects proposed for funding with all federal TE funds

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

(1) TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);

(2) After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

(a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.

(b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:
http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx
http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM
www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

☒ A corps can participate on the following items of work: tree planting/ landscaping, trail installation, park installation

Name of corps: Civicorps and the contact for the corps is: Rebecca Grove (Name) 510-992-7832 (Phone number)

☐ This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurred in by:

California Conservation Corps contact (Print Name) (Signature) Date

California Association of Local Conservation Corps contact (Print Name) (Signature) Date

RTPA Conservation Corps Partner Contacts For Transportation Enhancement Projects

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Regional Deputy for Region 2 Virginia Clark	916-341-3147	virginia.clark@ccc.ca.gov
California Association of Local Conservation Corps (representing the Community Conservation Corps)	Association Manager Scott Dosick	916-285-8743	manager@calcc.org

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility (ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state regulations or guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.
I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed_____ Date_____
(TEA Administering Agency Representative)

Printed (Name and Title) _____

Administering Agency _____

For State Projects:
Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

2012 STIP Schedule

What	Who	When*
Send proposed STIP Capital Outlay Support (COS) adjustments to Caltrans Districts.	Caltrans HQ Programming	5/16/11
Finalize STIP project workplans (for input into Caltrans Project Management's Financial Reports).	Caltrans Districts	5/31/11
Submit Draft ITIP TE Applications (optional)	Caltrans Districts	6/6/11
Submit Draft 2012 Fund Estimate to the CTC	Caltrans HQ Budgets	6/22/11
Submit Final ITIP TE Applications and Project Programming Requests (PPR).	Caltrans Districts	8/1/11
TE Eligibility Reviews	Caltrans Local Assistance TE Coordinator	8/1/11 – 8/31/11
Review ITIP TE Applications and Conduct ITIP TE Ranking Committee Meetings	Caltrans HQ – ITIP TE Committee	9/1/11 – 9/30/11
Adopt the 2012 Fund Estimate and 2012 STIP Guidelines	CTC	8/10/11
Submit Project Programming Requests to HQ for new (non-TE) ITIP candidates, if any. Notify Programming District Liaison of anticipated Right of Way and Construction capital cost increases/ decreases on existing ITIP projects.	Caltrans Districts	9/6/11
Input ITIP data into CTIPS.	Caltrans HQ Programming	9/12/11 – 11/30/11
Notify CTC of potential RIP funded state highway needs (Caltrans Districts will submit RIP funded state highway needs to Regions in accordance with each Region's RTIP development schedule).	Regions	9/12/11
Submit signed PSRs for new non-TE ITIP candidates, and approved PCRs for amended non-TE ITIP projects, if any, to HQ Programming.	Caltrans Districts	9/19/11
Meetings to discuss proposed non-TE ITIP projects, if necessary.	Caltrans HQ and Districts	10/3/11 – 10/14/11
Complete ITIP narrative, summaries, attachments, etc. Publish and reproduce.	Caltrans HQ Programming	11/7/11 – 12/9/11
Submit Final ITIP and RTIP to the CTC and HQ Transportation Programming, including final Project Programming Requests with PPNOs.	Caltrans HQ (ITIP) and Regions (RTIP)	12/15/11^
North STIP Hearing	CTC	2/6/12
South STIP Hearing	CTC	2/7/12
Release CTC Staff Recommendations	CTC Staff	3/12/12
Adopt the 2012 STIP	CTC	4/1/12^

* *All dates subject to change due to budget uncertainty.*

^ *Statutory deadline*

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Jon Tapping, Toll Bridge Program Risk Management Coordinator, Caltrans

RE: Agenda No. – 4a

Item – Progress Reports
TBSRP Second Quarter 2011 Risk Management Update

Action:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Toll Bridge Program Risk Management Coordinator will present an overview of the 2nd Quarter 2011 risk management results. Attached is a copy of his presentation, "Risk Management Briefing, Second Quarter 2011".

Hard copies of the TBSRP Risk Management Report 2nd Quarter 2011 have been previously distributed to the TBPOC.

Attachment:
Risk Management Briefing, Second Quarter 2011

Risk Management Briefing
Second Quarter 2011

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee Meeting
September 8, 2011

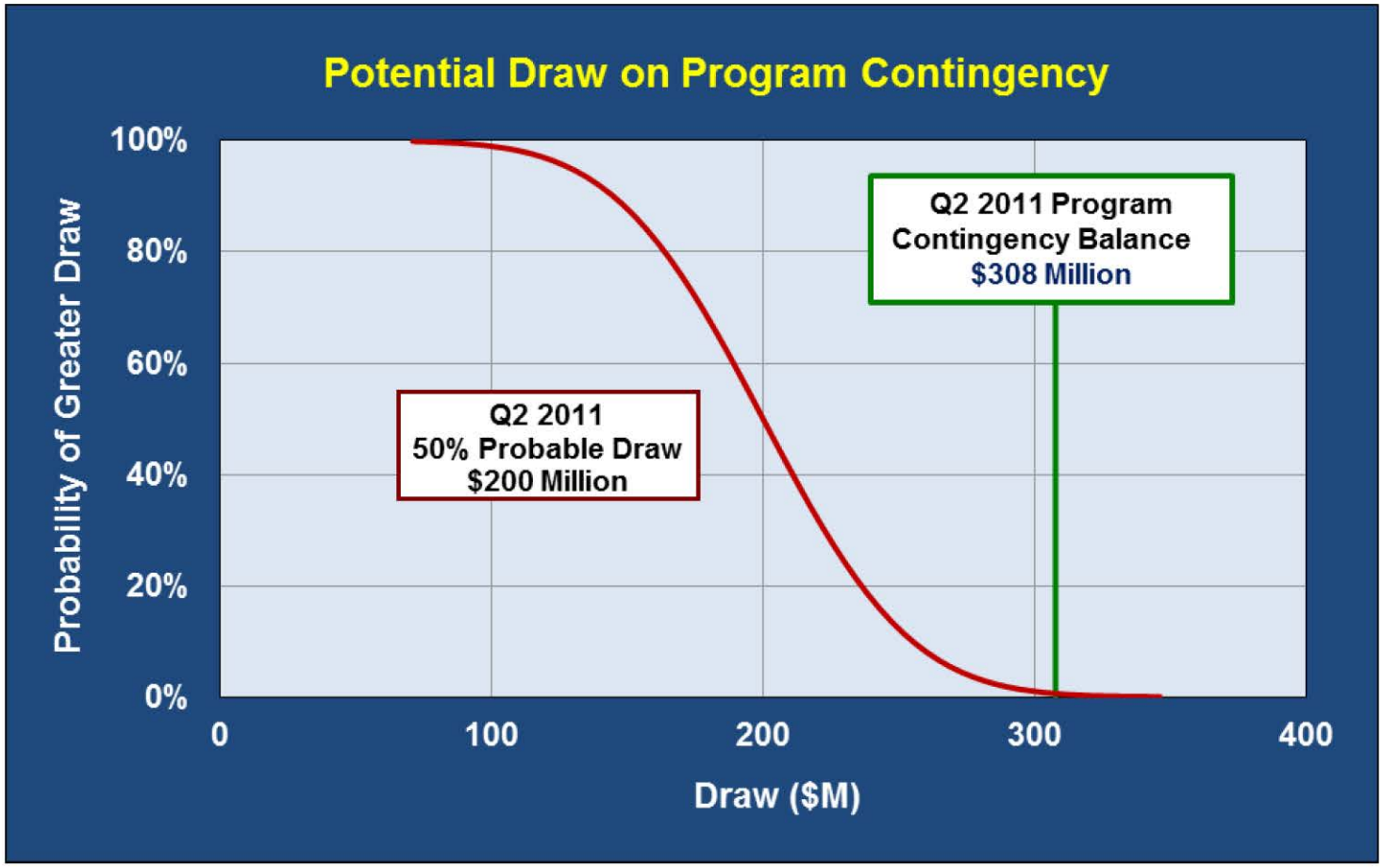
Outline

Q2 2011 Risk Management Results
Adequacy of Reserves

Threat and Opportunity Update

Look Ahead to Q3 2011

Q2 2011 Adequacy of Reserves



Notes:

1) ***Proposed architectural enhancements and out-of-scope project improvements are excluded unless approved by the TBPOC.***
2) ***The potential draw chart should not be construed as a forecast of the future balance of Program Contingency funds.***

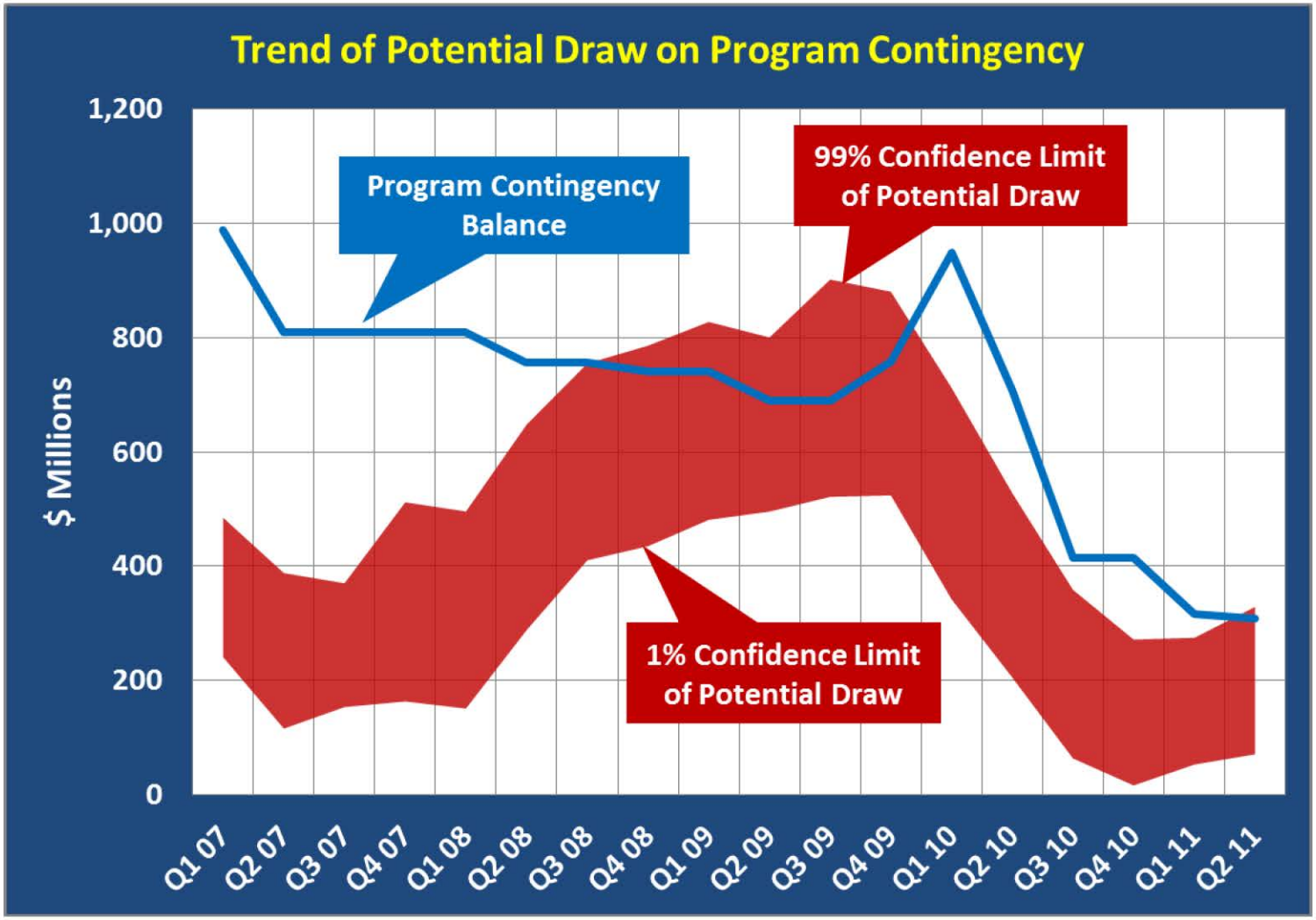
Summary of Q2 2011 Cost Risk Results

- **The 50% probable draw on Program Contingency (refer to the "red" curve in the "Potential Draw to Program Contingency" chart is $200M. The potential draw ranges from about $60M to $300M. The $308M TBPOC approved Program Contingency balance may be used to cover the costs of identified risks.**
- **Scope changes/enhancements earlier approved by the TBPOC (e.g., OTD Detour, YBITS1 acceleration, "elevator to the top," "pigtail" removal, etc.) are now included in the Potential Draw Curve (Q2 attached) -- refer to the Risk Management Report, Section 10, "Watch List," Table 1, for details.**
- **Additional scope changes/enhancements (e.g., painting the bridge soffit "wings," light pipe, and further schedule compression of the dismantling/YBITS2 contract. i.e., potentially securing additional R/W from the SAS/YBITS1 contractors) are currently being considered by the TBPOC and, if approved, will be reflected in the future quarters' Potential Draw to Program Contingency curve -- refer to the Risk Management Report, Section 10, "Watch List," Table 2, for details.**
- **Cost risks associated with coordination between the SAS and YBITS1 contractors (e.g., Hinge K) are included in the Potential Draw Curve (see Risk Management Documentation, Section 2.2, Program-Level Risk ID #61, with a 50% Risk Management Cost of $17.5M), however, to the extent that further corridor acceleration may be desired, such cost risks will need to be reassessed.**

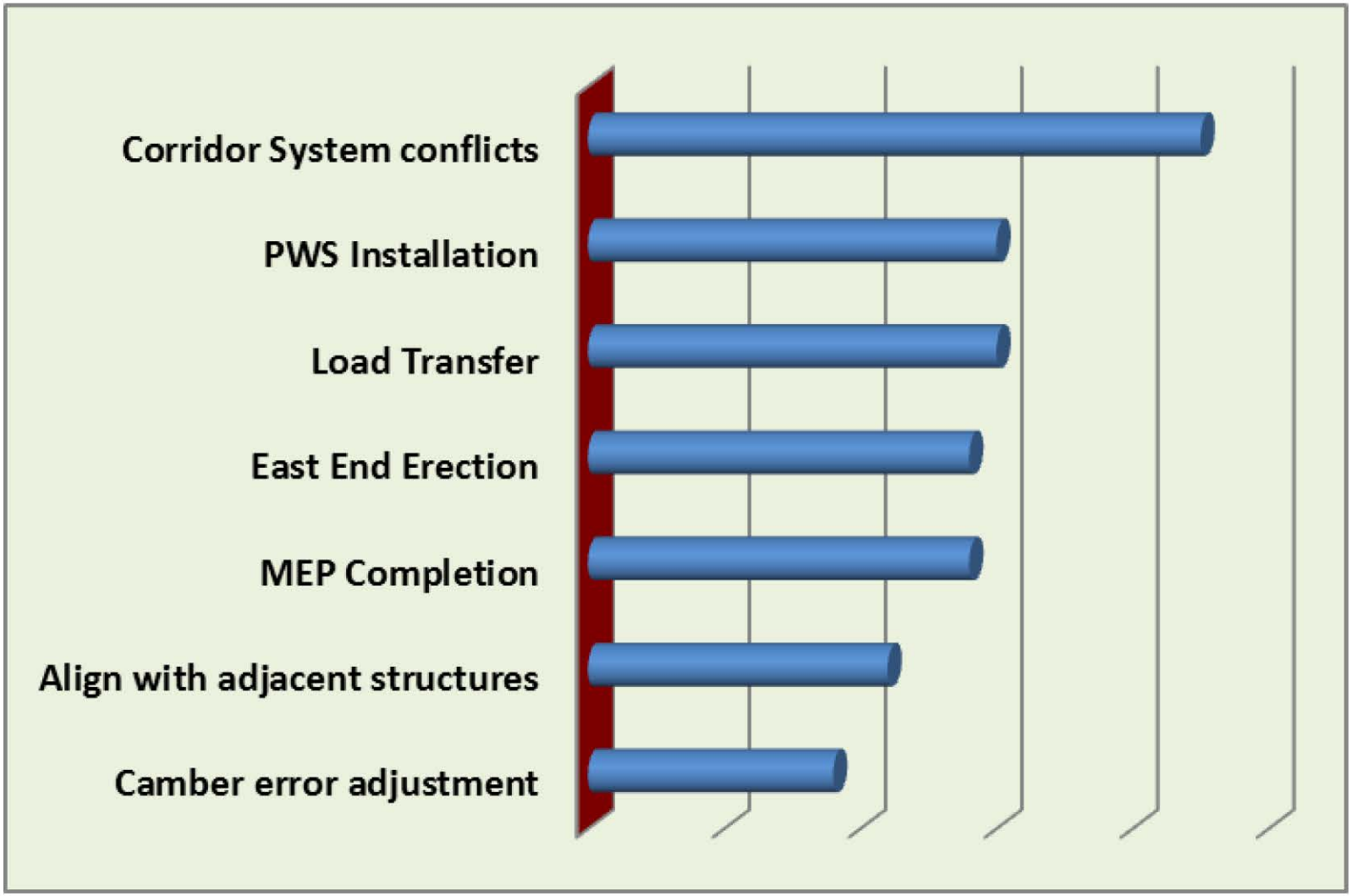
Summary of Q2 2011 Cost Risk Changes

- **There was a $45M decrease in the 50% probable remaining Program Contingency Balance (i.e., the TBPOC approved Program Contingency Balance less the 50% Probable Draw) this quarter -- predominantly attributed to the $40M decrease in the dismantling project contingency -- this resulted from an increase in the dismantling project's cost estimate associated with proposed schedule compression, as well as a better understanding of the estimated costs associated with marine access.**
- **The addition of the dismantling project's cost risk numbers this quarter did not significantly change the total dismantling project’s forecast because of identified capital outlay support opportunities also quantified this quarter.**
- **Outside of the dismantling project, the decrease in program cost risks this quarter were largely offset by the increase in costs carried in the program’s contract change order logs.**
- **Cost risks on the SAS contract trended downward this quarter, however, the forecast for the SAS did not change significantly as a result of the approximate increase of $15M in scope changes/enhancements approved by the TBPOC this quarter (e.g., "elevator to the top," "pigtail" removal).**

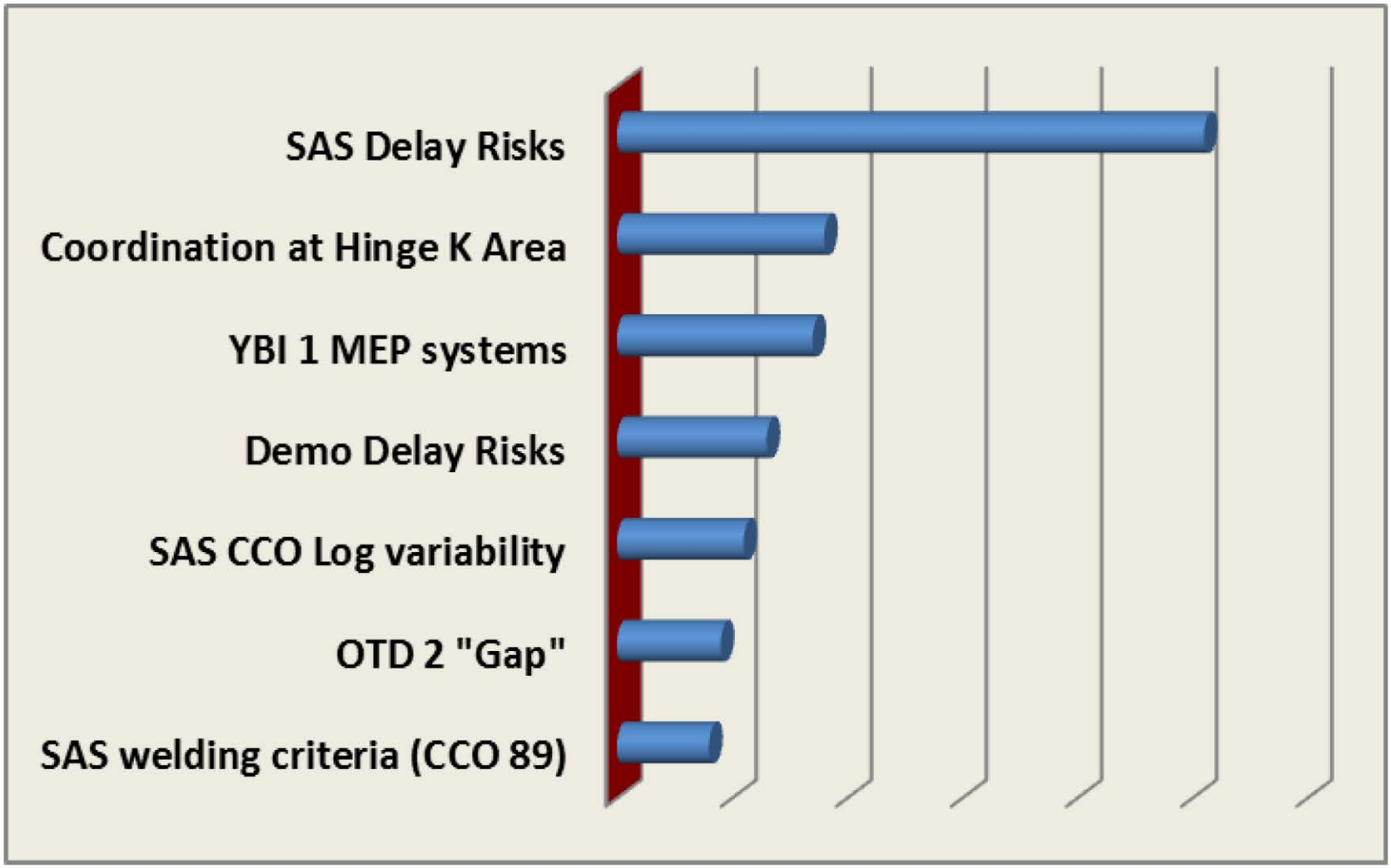
Program Contingency Trend



Q2 2011
Top Corridor Schedule Risks



Q2 2011
Top Cost Risks



Look ahead to Q3 2011

- **Hinge K Interface Coordination**
- **“Watch List” Management**
- **Cable Works**
- **Load Transfer**
- **MEP Works**
- **Erection of OBG 13/14**
- **Demo Project Scope/Schedule/Cost**

Look ahead to Q3 2011
Current Approved Improvements

Approved Improvement	Status	Cost ($M)
OTD Detour	Budgeted from Program Contingency	83
YBITS #1 Acceleration	From Program and Contract Contingencies	20
Revisions to LED lighting fixtures to maintain diameter and increase number of fixtures	Addressed in CCO Log.	13.5
Bike path conduits at railing dividers, "Pig Tail" removal	Addressed in CCO Log.	4.5
Top of Tower (Parapet Wall)	Addressed in Pending CCO Log.	0.7
Façade cable removal, elevator, lift options	Addressed in Pending CCO Log.	8
Removal of second suspender Bracket at top of Tower	Architecture is pursuing a change	2
Bike path railing divider – Modify SAS rails and light housing to match Skyway configuration.	Addressed in CCO Log. Included as part of a larger change.	0.1
Bike path railing connections on OTD1 (Post to deck)	Addressed in Pending CCO Log.	0.35
Bike path railing (Tighten fabrication tolerances)	Included in SAS Change Order Log. Cost reflects direct costs. Indirect costs rolled up in a different change.	0.3
Skyway bike path expansion joint	TBPOC Approved. In CCO Log	1.1
Skyway steel barrier joints	Included in SAS Change Order Log.	0.9

- Are included in the corridor forecasts and the Potential Draw in Program Contingency Curve – have reduced total contingency by about $135 million.

Look ahead to Q3 2011
"Watch List"

Partial list of potential corridor improvements under consideration.

Potential Improvement	Status	Cost Range ($M)
A scope change being considered to accelerate the Demo and bike path opening will require purchasing space on YBI from MCM and ABF.		10 – 25
Paint concrete portions of bridge and bike path	To be presented to PMT in 2012	15 – 100
Light pipe	To be presented to PMT in 2012	29 – 42
BASE system	Unknown. Expected to be funded from non-TBSRP funds.	8 – 10
Maintenance/Safety railing on tower shear link facades, deck cross-beams and W2	PMT concurred. Final Plans under discussion.	0.1 – 0.5
Bike path railing divider – Modify OTD rails and light housing to match Skyway configuration.	Presented to TBPOC. Discussion Tabled.	1.5 – 2
Service platform handrail aesthetic modifications		0.1 – 0.4
Architectural bridge heads, portal beam at YBI	Presented to TBPOC in May. Additional information requested.	0.2 – 1.5
Skyway bike path joint rehabilitation	To be included in Architecture Presentation to TBPOC in August	0.1 – 0.4

- Are not currently included in the corridor forecasts or the Potential Draw in Program Contingency Curve – will be if approved by the TBPOC.
- The magnitude of total costs of all listed potential improvements, if approved by the TBPOC, may result in a significant increase to the potential draw on program contingency indicated in this report

Questions?

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 4b
Item- Progress Reports
Project Progress and Financial Update August 2011

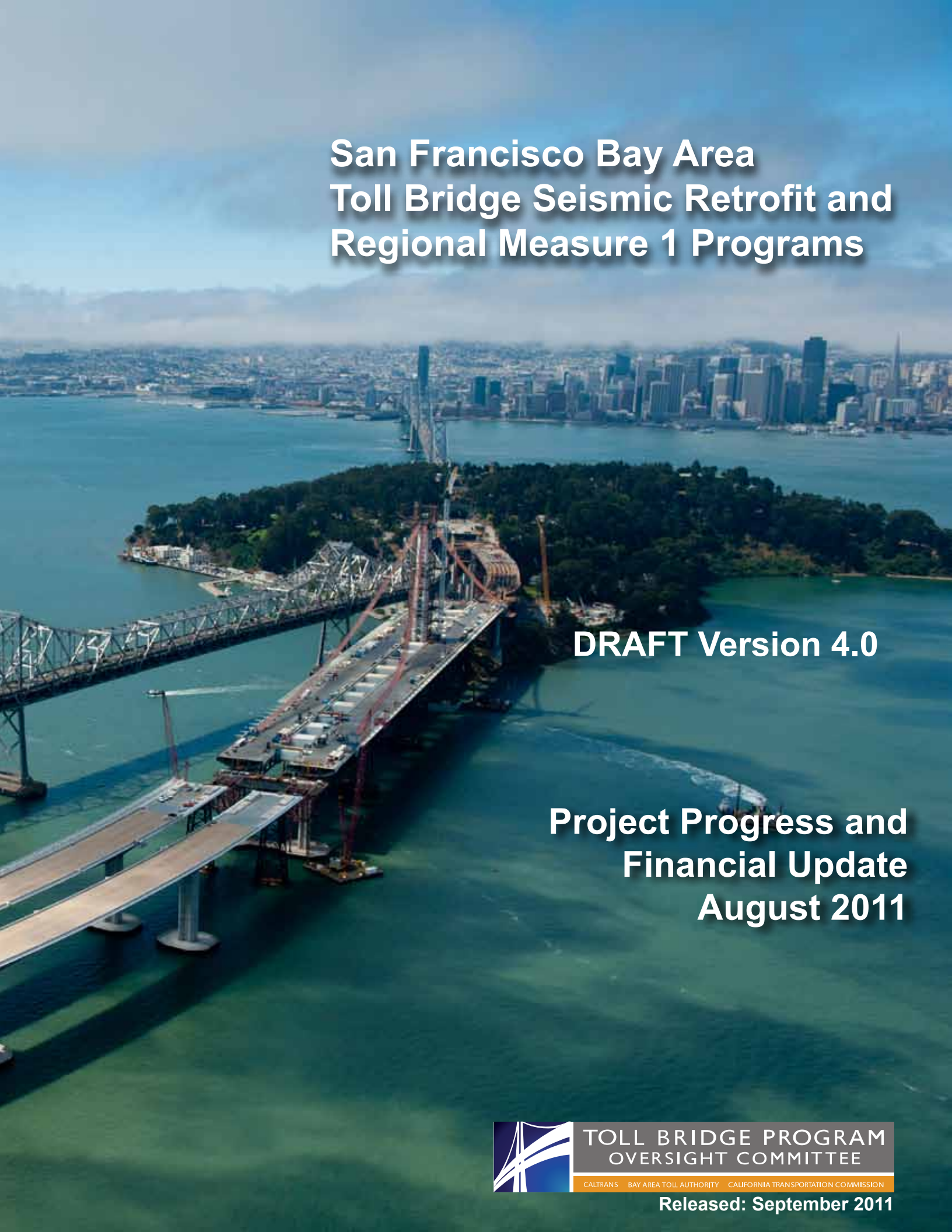
Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Included in this package is the Project Progress and Financial Update August 2011. By meeting time, the PMT would have approved the report under a delegated TBPOC authority. TBPOC confirmation of this approval is requested.

Attachment(s):
Project Progress and Financial Update August 2011 (see end of binder)



San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

DRAFT Version 4.0

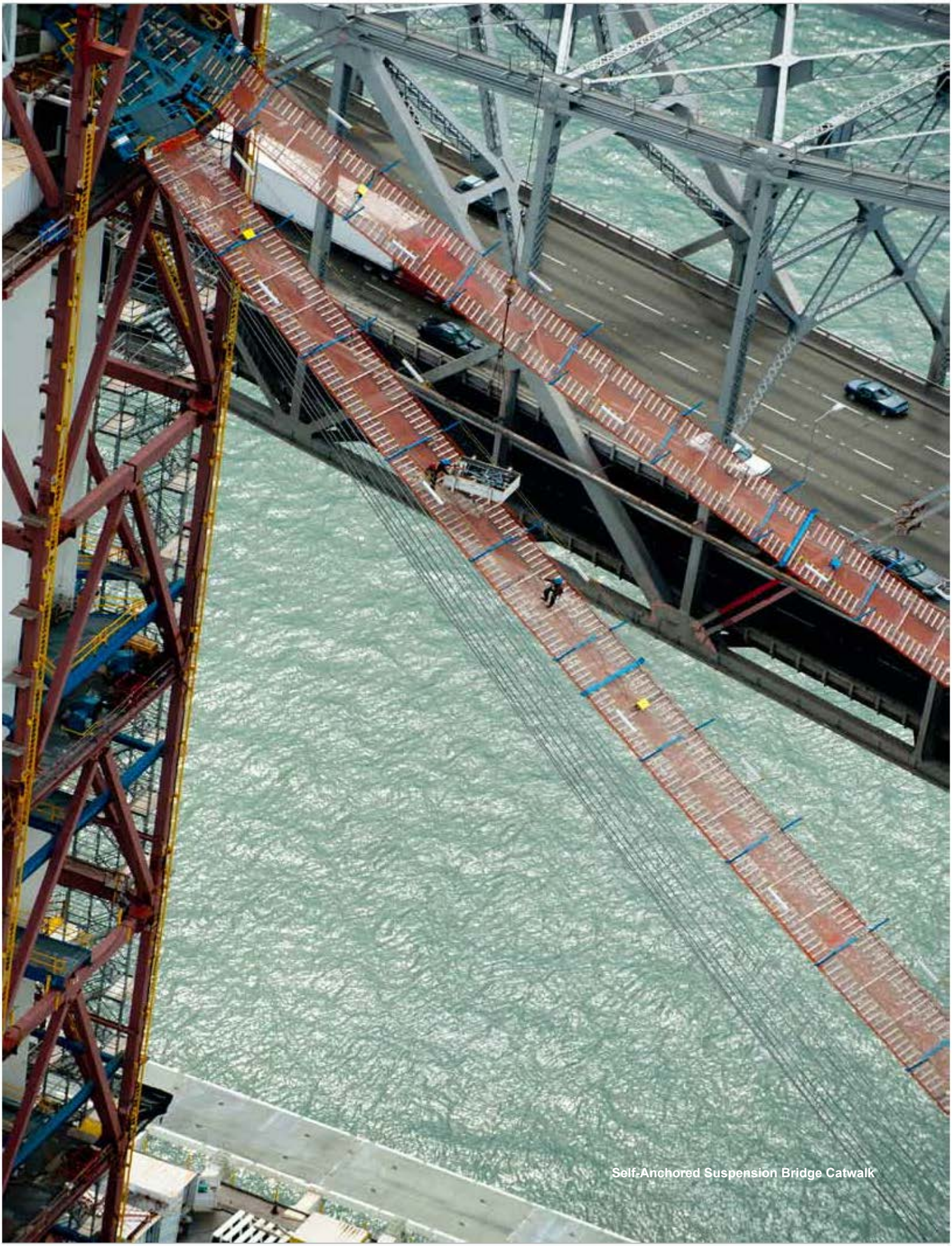
Project Progress and Financial Update August 2011

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: September 2011

Looking East from the Yerba Buena Island Detour West Span toward the Tower of the Self-Anchored Suspension Bridge and Newly Installed Catwalks



Self-Anchored Suspension Bridge Catwalk

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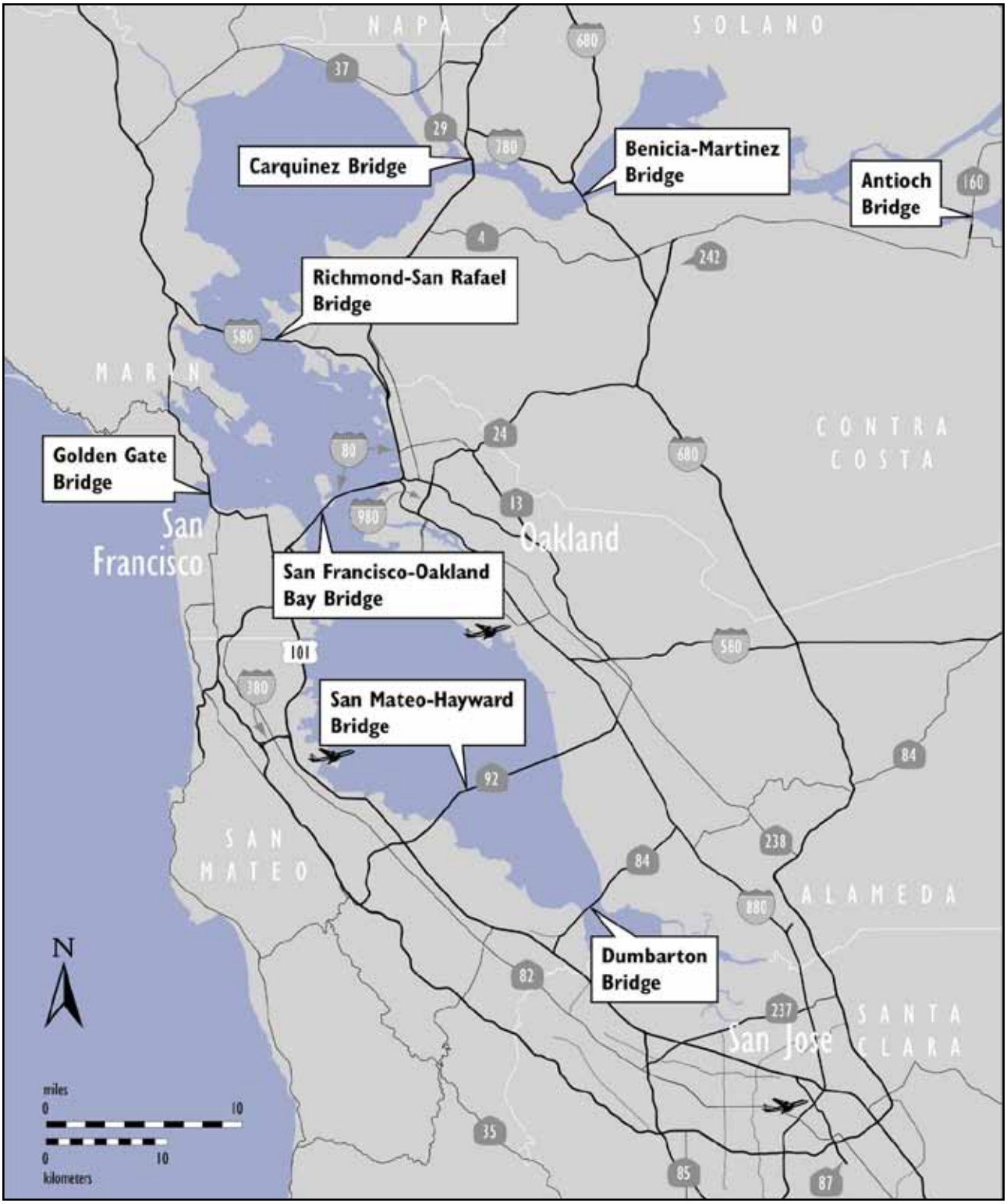
Map of Bay Area Toll Bridges



*** The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.**

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the new Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Director of Caltrans, the Executive Director of the Bay Area Toll Authority (BATA) and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the Committee), and keeping the Legislature and others apprised of current project progress and status. In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton Bridges seismic retrofit projects. The current Toll Bridge Seismic Retrofit Program is as follows:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
Dumbarton Bridge Seismic Retrofit	Construction
Antioch Bridge Seismic Retrofit	Construction
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The New Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

E2 Shearkey and Bearing Installation

Bike Path Installed on the Eastbound Self-Anchored Suspension Bridge

Looking up to the Self-Anchored Suspension Bridge Tower from the Tower Tie-back Anchorage

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 AB144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management.

A comprehensive risk assessment is performed for each project in the program on a quarterly basis. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, assurances have been made that the public is informed of the risks that have been identified and the possible expense they could necessitate.

As of the end of the second quarter of 2011, the 50 percent probable draw on program contingency is $200 million. The potential draw ranges from $60 million to $300 million.

The $308 million program contingency balance can be used to cover the costs of identified risks. In accordance with the approved TBSRP Risk Management Plan, risk mitigation actions are continuously developed and implemented to reduce the potential draw on the program contingency.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The prime contractor constructing the Self-Anchored Suspension (SAS) Bridge from the completed Skyway to Yerba Buena Island is a joint venture of American Bridge/Fluor (ABF). Significant progress is being made both in the Bay Area and around the world.

As of the end of June 2011, workers successfully hoisted the “world’s largest cable saddle” atop the Self-Anchored-Suspension (SAS) span’s tower. The structural elements of the main tower are now complete with the saddle in place. Just shy of its 525-foot apex, the signature tower will be crowned with a decorative head after the cable is installed early next year.

Installation of four catwalks from the roadway to the top of the tower is nearly complete. The first 24 of 28 steel roadway boxes were installed as of the end of June 2011. The remaining four roadway boxes are completed and have been shipped and forecast to arrive in Oakland on August 29, 2011.

These boxes, fabricated in Shanghai, China, join other bridge components that have been arriving from around the country and the world. All bridge components undergo a rigorous quality review by the fabricator, ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped. The TBPOC's goal is to open the bridge to traffic in both directions by December 2013.

Yerba Buena Island Detour Contract

The YBI temporary detour structure contract was completed in October 2010.

Yerba Buena Island Transition Structures #1 Contract

The YBITS#1 contract has been awarded to MCM Construction,Inc., the same contractor that completed the Oakland Touchdown (OTD) #1 contract. MCM mobilized in September 2010, and has had total access to the area since October 1, 2010. The MCM contract includes completing the remaining foundations and the bridge deck structure from the Yerba Buena Island Tunnel to the Self-Anchored Suspension (SAS) bridge.

Work is focused on the westbound transition structure's substructure and superstructure from the tunnel to the Self-Anchored Suspension bridge as shown in the picture below. The first concrete pour was completed on July 22, 2011.

YBITS #1 Westbound Soffit Formwork Rebar and Concrete Progress

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Detour - Westbound Work in Progress

Oakland Detour

Dumbarton Bridge - Roughening Face of Existing Bent Cap

Oakland Touchdown #1 Contract

The Oakland Touchdown (OTD) #1 contractor, MCM Construction, Inc. completed the work on June 8, 2010. The contract constructed the westbound approach from the toll plaza to the Skyway structure and the portion of the eastbound approach that is not in conflict with the existing bridge structure.

Oakland Detour

The detour realigns the existing bridge approach to the south to allow for construction of the remaining portion of OTD #2 that was in conflict with the existing bridge. The eastbound detour was completed on May 30, 2011. The westbound detour is forecast to open at the beginning of spring 2012.

Oakland Touchdown #2 Contract

The OTD #2 contract for construction will be advertised in October 2011 and awarded in April 2012.

Existing SFOBB Dismantling

To expedite opening of a new eastbound on ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge will be incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined.

Antioch Bridge Seismic Retrofit

The major retrofit strategy for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents and installing steel casings at all columns located at the Sherman Island approach slab bridge. See project progress on page 38.

Dumbarton Bridge Seismic Retrofit

The Dumbarton bridge is a combination of three bridge types; reinforced concrete slab approaches supported on multiple pile extension columns, precast - prestressed concrete girders, and steel box

Antioch Bridge - Cross Frames Installed between Bent Columns

Aerial View of the Dumbarton Bridge

92/880 NWCONN On Ramp

girders supported on reinforced concrete piers. The retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings. See project progress on page 40.

TBSRP Capital Outlay Support

The capital outlay support (COS) budget, originally established as a part of AB 144 in 2005, was based on a schedule that assumed bridge opening in 2012. After the SAS contract was rebid, interested contractors requested an additional year to be added to the schedule. To ensure a competitive bidding pool, the TBPOC changed the approved schedule to reflect bridge opening in 2013, but delayed increasing the COS budget to cover the project extension with the belief that an accelerated early completion was still possible and that COS costs could be contained. Since that time, early completion has not materialized and the TBPOC has subsequently approved COS budget increases to be funded from the COS reserves set aside within the original program contingency for project extensions or delays. Opportunities to economize and reduce costs in this area will continue to be pursued. However, additional COS is forecast to be needed from the program contingency.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or that spread across multiple contracts. The interdependencies between all of the contracts in the program result in the potential for one contract's delay to impact the entire program that are accounted for in the net programmatic risks.

Regional Measure 1 Toll Bridge Program (RM1)

Interstate 880/State Route 92 Interchange Reconstruction Project

The project is forecast to be substantially completed in September 2011 pending weather or unforeseen construction delays. Caltrans is scheduled to open the westbound 92 to 880 in September 2011.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (July 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (July 2011)	Cost to Date (July 2011)	Current Cost Forecast (July 2011)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,237.1	1,245.2	(8.9)	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	274.8	278.6	(2.3)	●
SAS Superstructure	Construction	1,753.7	293.1	2,046.8	1,542.9	2,078.9	32.1	●
YBI Detour	Completed	131.9	360.9	492.8	465.8	482.8	(10.0)	●
YBI Transition Structures (YBITS)		299.3	(51.5)	247.8	48.2	305.1	57.3	●
YBITS 1	Construction			185.5	48.2	222.4	36.9	●
YBITS 2	Design			*59.0*	-	79.4	20.4	●
YBITS Landscaping	Design			*3.3*	-	3.3	-	●
Oakland Touchdown (OTD)		283.8	55.2	339.0	209.4	333.9	(5.1)	●
OTD 1	Completed			*212.0*	202.9	203.3	(8.7)	●
OTD 2	Design			*62.0*	-	58.6	(3.4)	●
Detour	Construction			51.0	-	58.0	7.0	●
OTD Electrical Systems	Design			*4.4*	-	*4.4*	-	●
Submerged Electric Cable	Completed			*9.6*	6.5	*9.6*	-	●
Existing Bridge Demolition	Design	239.2	(0.1)	239.1	-	250.8	11.7	●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.8	18.3	-	●
Other Completed Contracts	Completed	90.4	-	90.4	89.9	90.4	-	●
Capital Outlay Support		959.3	218.0	1,177.3	976.9	1,275.8	98.5	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.7	80.4	8.0	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		**5,486.6**	**804.1**	**6,290.7**	4,914.2	**6,447.9**	157.2	
Antioch Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		70.0	70.0	30.6	56.9	(13.1)	●
Capital Outlay Support			31.0	31.0	19.9	34.7	3.7	●
Total Antioch Bridge Seismic Retrofit		-	**101.0**	**101.0**	**50.5**	**91.6**	**(9.4)**	
Dumbarton Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		92.7	92.7	**14.6**	88.8	(3.9)	●
Capital Outlay Support			56.0	56.0	**27.5**	57.2	1.2	●
Total Dumbarton Bridge Seismic Retrofit		-	**148.7**	**148.7**	**42.1**	**146.0**	**(2.7)**	
Other Program Projects		**2,268.4**	**(64.6)**	**2,203.8**	**2,161.1**	**2,191.7**	**(12.1)**	●
Miscellaneous Program Costs		**30.0**	**-**	**30.0**	**25.5**	**30.0**	**-**	●
Net Programmatic Risks		-	-	-	**-**	**66.9**	**66.9**	●
Program Contingency		**900.0**	**(592.2)**	**307.8**	**-**	**107.9**	**(199.9)**	●
Total Toll Bridge Seismic Retrofit Program [2]		**8,685.0**	**397.0**	**9,082.0**	**7,193.4**	**9,082.0**	**-**	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets
[2] Figures may not sum up to totals due to rounding effects.

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (July 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (July 2011)	Current Completion Forecast (July 2011)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 32
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 18
SAS Superstructure	Mar 2012	29	Aug 2014	Aug 2014	-	●	See Page 19
YBI Detour	Jul 2007	41	Dec 2010	Oct 2010	(2)	●	See Page 15
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 16
YBITS 1			Sep 2013	Dec 2013	3	●	
YBITS 2			Nov 2014	Mar 2015	4	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 33
OTD 1			Jun 2010	Jun 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Dec 2015	3	●	
Stormwater Treatment Measures	Mar 2008		Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
Westbound Seismic Safety Open	Sep 2011	27	Dec 2013	Dec 2013	-	●	
Eastbound Seismic Safety Open	Sep 2012	15	Dec 2013	Dec 2013	-		
Oakland Detour Eastbound Open			May 2011	May 2011	-	●	
Oakland Detour Westbound Open			Feb 2012	Feb 2012	-	●	
OTD Westbound Access			Aug 2009	Aug 2009	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 15
Antioch Bridge Seismic Retrofit							
Contract Completion			Aug 2012	May 2012	(3)	●	See Page 36
Dumbarton Bridge Seismic Retrofit							
Contract Completion			Sep 2013	Sep 2013	-	●	See Page 38

Regional Measure 1 Program Cost Summary

	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (July 2011)	Cost to Date (July 2011)	Current Cost Forecast (July 2011)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	68.4	163.2	130.7	163.2	-	●
Capital Outlay Support		28.8	35.8	64.6	59.2	64.6	-	●
Capital Outlay Right-of-Way		9.9	7.3	17.2	14.5	17.2	-	●
Project Reserve		0.3	(0.3)	-	-	-	-	
Total I-880/SR-92 Interchange Reconstruction		**133.8**	**111.2**	**245.0**	**204.4**	**245.0**	-	
Other Completed Program Projects		**1,978.8**	**182.6**	**2,161.4**	**2,088.1**	**2,161.4**	-	
Total Regional Measure 1 Toll Bridge Program [1]		**2,112.6**	**293.8**	**2,406.4**	**2,292.5**	**2,406.4**	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

[1] Figures may not sum up to totals due to rounding effects.

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (July 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (July 2011)	Current Completion Forecast (July 2011)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	9	Sep 2011	Sep 2011	-	●	See Page 46

Bike Path Installation on the Eastbound Self-Anchored Suspension Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, a critical question lingered: How could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

West Approach Overview

West Approach Seismic Replacement Project
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach in San Francisco, bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street, involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.

San Francisco-Oakland Bay Bridge West Span

East Span Seismic Replacement Project
Project Status: In Construction

Rather than a seismic retrofit, the two-mile long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views will also be enjoyed by bicyclists and pedestrians, thanks to a new bike path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and West Span.

When construction of the new East Span has been completed and vehicles have been safely rerouted to it, the original East Span will be demolished.

Architectural Rendering of the New East Span of the San Francisco-Oakland Bay Bridge

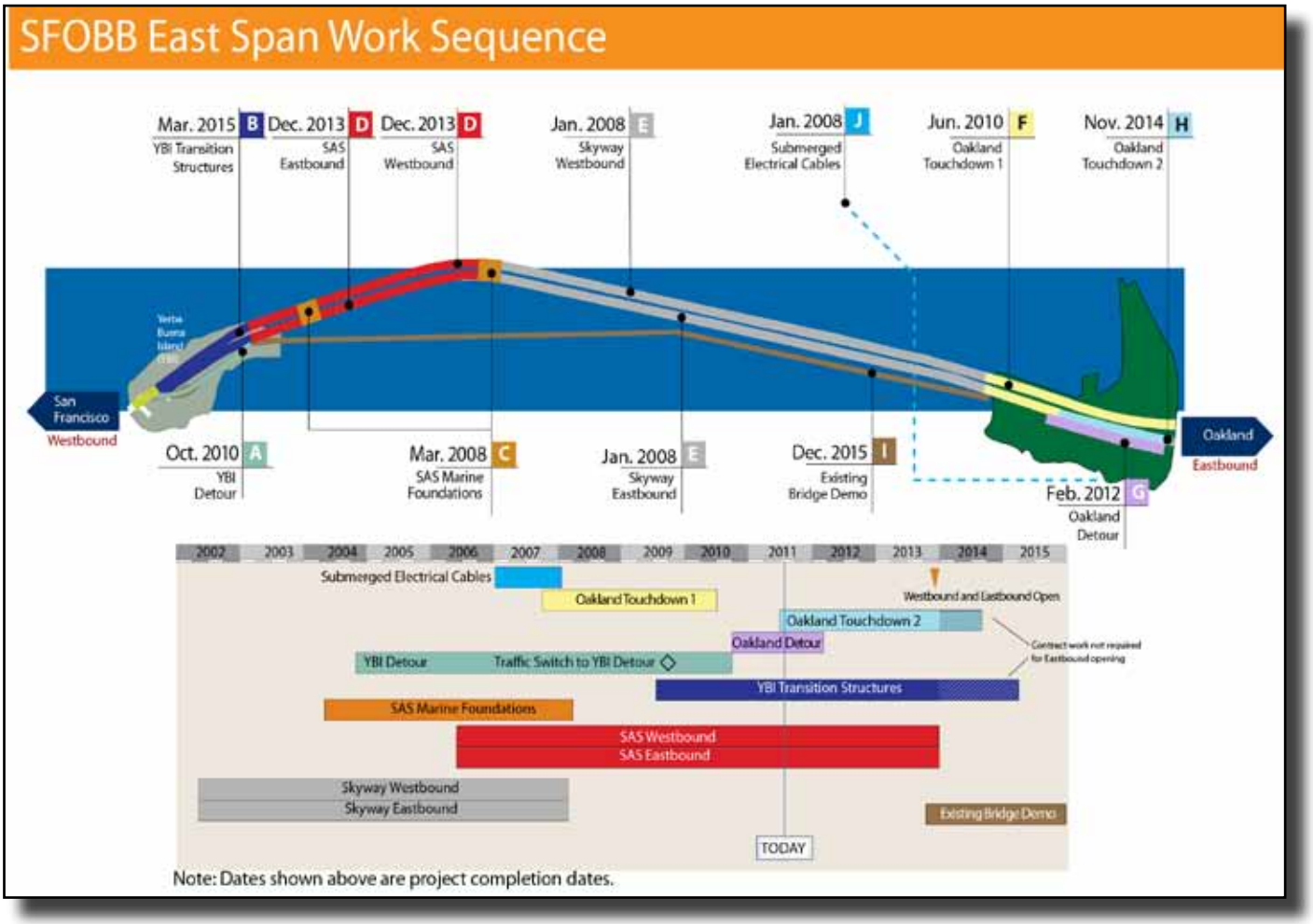
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

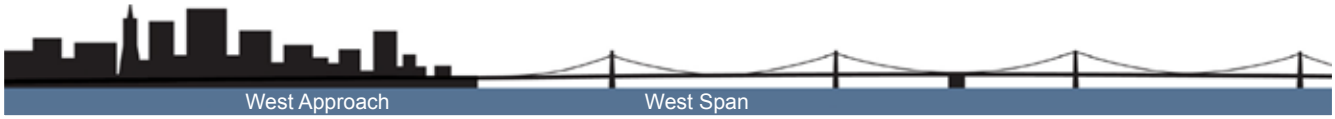
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components—the Skyway and the Self-Anchored Suspension bridge in the middle and the Yerba Buena Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that have been sequenced together to reduce schedule risk.

Highlighted below are the major East Span contracts and their schedules. The letter designation before each contract corresponds to contract descriptions in the report.

Overview of the San Francisco-Oakland Bay Bridge East Span Construction Progress





TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) without disrupting traffic. To accomplish this task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour on Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

YBI East Tie-In Rolled in on Labor Day 2009 Weekend

A YBID Contract

Contractor: C.C. Myers, Inc.

Approved Capital Outlay Budget: $492.8 M

Status: Completed October 2010

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS Superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day weekend 2007, advancing future transition structure foundation work and making design enhancements to the temporary detour structure. These changes have increased the budget and forecast for the contract to cover the revised project scope and reduce project risks.

Status: Completed.

West Tie-In Phase #1 Rolled in on Labor Day Weekend 2007

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

Overview of the Yerba Buena Island Westbound Transition Structure

B YBITS #1 Contract

Contractor: MCM Construction, Inc.

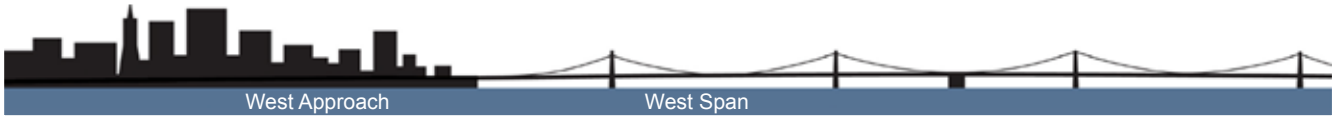
Approved Capital Outlay Budget: $185.5 M

Status: 27% Complete as of July 2011

The YBITS #1 contract will construct the mainline roadway structure from the SAS bridge to the YBI tunnel. On February 4, 2010, Caltrans awarded the YBITS #1 Contract to MCM Construction, Inc.

Status: Construction of the eastbound and westbound footings and columns was completed in June 2011. Work continues on frames 1 and 2 westbound formwork, rebar installation and concrete placement. The first stem walls and soffit concrete placement was made on July 22, 2011.

Rendering of Overview of Future Yerba Buena Island Transition Structures in Progress (top) with Completed Detour Viaduct (bottom)



YBITS #2 Contract

Contractor: TBD

Approved Capital Outlay Budget: $59.0 M
Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island. To expedite opening of a new eastbound on-ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge will be incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined.

YBITS Landscaping Contract

Contractor: TBD

Approved Capital Outlay Budget $3.3M
Status: In Design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to replant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the YBITS contract.

Status: The YBID contractor completed the YBITS advanced substructure work in October 2010.

Yerba Buena Island Transition Structures #1 Westbound Soffit Formwork and Rebar Installation in Progress with Eastbound Advanced Columns on left

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows world class status on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts— construction of the land-based foundations and columns at pier W2; construction of the marine-based foundations and columns at piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at pier W2 and at piers T1 and E2 was completed in 2004 and 2007, respectively.

Aerial View of the Self-Anchored Suspension Bridge, the Tower and Catwalks Installed

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed October 2004

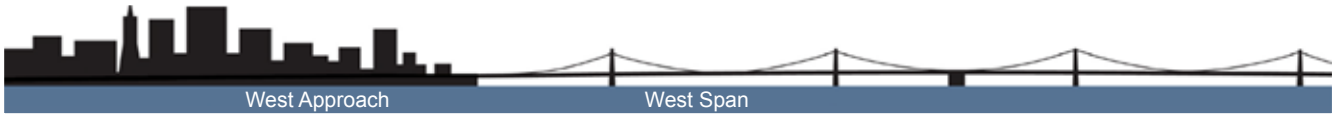
The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed January 2008

Construction of the piers at E2 and T1 (see rendering on facing page) required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud.

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.



D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $2.05 B
Status: 75% Complete as of July 2011

The SAS bridge is not just another suspension bridge. Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. While there will appear to be two main cables on the SAS, there will actually only be a single continuous cable. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single-steel tower is made up of four separate legs connected by shear link beams which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of New Self-Anchored Suspension Span and Skyway

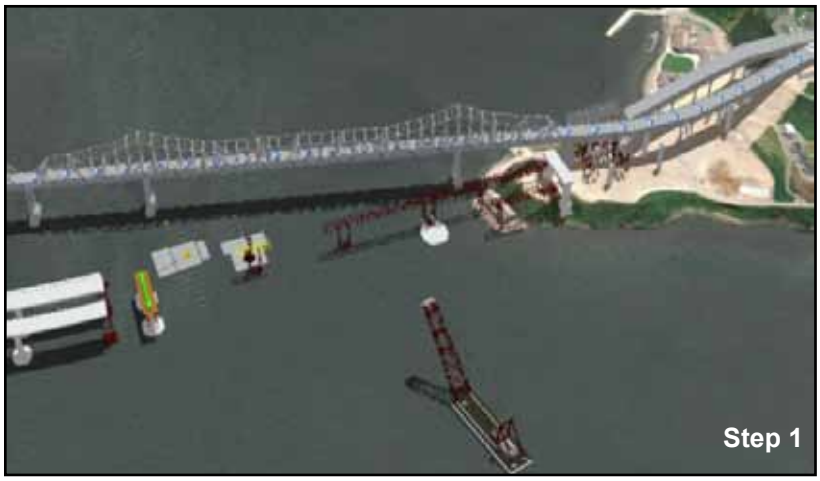
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

STEP 1 - CONSTRUCT TEMPORARY SUPPORT STRUCTURES

Temporary support structures will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

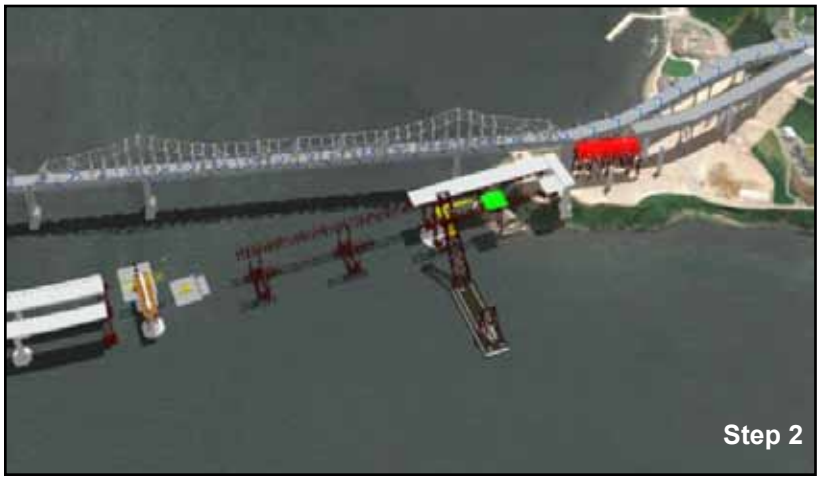
Status: Foundations and temporary support structures were completed in mid-September 2010.



STEP 2 - INSTALL ROADWAYS

The roadway boxes are being lifted into place by using the shear-leg crane barge. The boxes are being bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: Twenty-four of 28 roadway boxes have been erected. Seventeen crossbeams have been installed between the roadway boxes. Roadway boxes 13 and 14 east and west are in fabrication and are expected to ship on August 9, 2011. The bike path deck service platforms and barrier installation continues on the eastbound roadway deck.



STEP 3 - INSTALL TOWER

Each of the four legs of the tower will be erected in four separate lifts. The four tower lifts, the grillage and the tower head will be installed using a temporary erection tower and lifting jacks.

Status: The tower legs, grillage and saddle have been installed. The tower head is on site and will be erected after the cables have been installed in early 2012.

STEP 4 - MAIN CABLE AND SUSPENDER INSTALLATION

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around pier W2 before returning back over the tower to the east end of the SAS bridge deck. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the cable temporary works and completion of roadway spans. All cables have been fabricated, shipped and stored in the warehouse at Pier 7 in Oakland. The catwalks are being installed to provide safe access for workers who will be installing the hauling system (tramway) and the main cable.

STEP 5 - WESTBOUND AND EASTBOUND SEISMIC SAFETY OPENING

The new bridge will now open simultaneously in both the westbound and eastbound directions.

Status: The westbound and eastbound opening is forecast for December 2013.

Aerial View of Current Progress on the Self-Anchored Suspension Bridge

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Roadway and Tower Segments

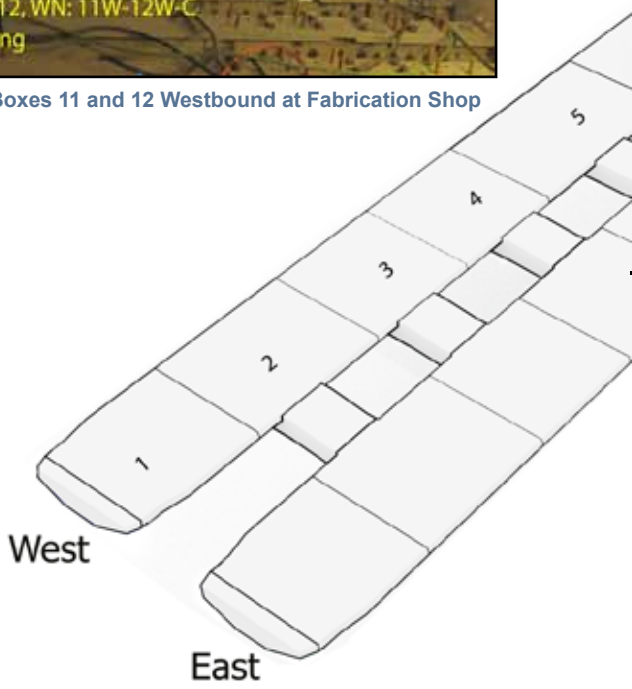
Like giant three-dimensional jigsaw puzzles, the roadway and tower lifts of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a strong and yet relatively light and flexible structure to withstand the massive loads placed on the bridge during seismic events.

All components undergo a rigorous quality review by ZPMC, ABF, and Caltrans to ensure that only bridge components that have been built according to contract specifications will be shipped.

Roadway Box Fabrication Status: As shown in the diagram to the right, roadway boxes 1 through 12 east and west have been erected. Fabrication of roadway boxes 13 and 14 east and west is ongoing and are forecast to arrive in the Bay Area on August 28, 2011.

Tower Fabrication Status: The tower head fabrication was completed in May 2011 and was shipped to the job site.

Welding of Roadway Boxes 11 and 12 Westbound at Fabrication Shop



Roadway Box 14 West Being Loaded onto Ship

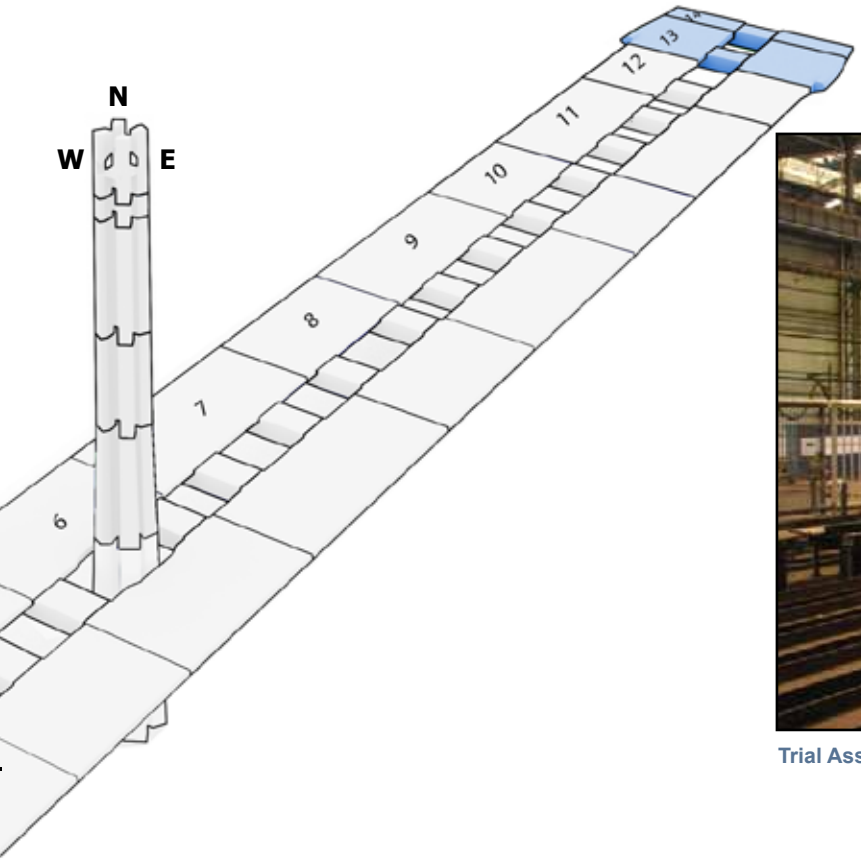
Legend

- Shop Drawings Underway
- Sub-Assemblies Fabrication
- Segment Assembly
- Blast, Paint & Fit Up
- Ready To Ship/In Transit
- On Site/In Place

Through July 31, 2011

Fabrication Progress Diagram

Through July 31, 2011



Trial Assembly of Bike Path Railings

Bike Path Panels Loaded on Zhen Hua Transport Ship 19

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities (cont.)

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. The main cable will be anchored within the westbound roadway box at the east end of the SAS near pier E2, then extend west over the northeast saddle towards the tower saddle at T1. It will then loop around pier W2 westbound deviation saddle, extend through the jacking beam saddle and extend around the eastbound deviation saddle at W2 over the tower saddle at T1 again to the south east saddle and finally anchor within the eastbound roadway box near pier E2. The main cable is made up of 137 bundles of wire strands and a number of smaller suspender ropes will connect the roadway decks to the main cable.

Status: All main cable strands have been fabricated and delivered to the job site and stored at Pier 7 in Oakland. The cable bands are in fabrication and forecast to be completed in fall of 2011. The suspender ropes are in fabrication and forecast to be completed in October 2011.

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are solid steel castings. Castings for the main cable saddles were made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer loads from the Self-Anchored Suspension (SAS) Span to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania, USA and Hochang, South Korea, while hinge pipe beams are being fabricated in Oregon, USA.

Status: The Hinge K pipe beams have been fabricated and installed. Hinge A seismic expansion joints are in fabrication and are currently scheduled for completion in December 2011. The SAS traveler rails and the Skyway bike path railings and crushable zone are in fabrication and are forecast for completion in September 2011. The anchor rods are also in fabrication and are forecast for completion in August 2011.

Cable Bands Ready for Painting

Sample of Cable Band Compaction Testing Performed at Pier 7 in Oakland

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities

Shear-Leg Crane Barge in Process of Lifting Roadway Box 11 West

Roadway Boxes' Temporary Support Structures with E2 Cap Beam and Completed Skyway in background

Pier W2 and Hinge K and West Deviation Saddle on right and YBITS #1 on left

Shear-Leg Crane Barge

The massive shear-leg barge crane that is helping to build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-Pacific voyage.

The crane and barge are separate units operating as a single entity named the "Left Coast Lifter." The 400-by-100-foot barge is a U.S-flagged vessel that was custom built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane's boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower boxes for the SAS.

Status: The shear-leg crane barge arrived at the job site March 2009. The crane has off-loaded and placed all temporary support structures and SAS roadway boxes and crossbeams.

Temporary Support Structures

To erect the roadway decks and tower of the bridge, temporary support structures were first put in place. Almost a bridge in itself, the temporary support structures stretch from the end of the completed Skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower's temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The temporary support structures were completed in mid-September 2010.

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at piers W2 and E2 are the responsibility of the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around pier W2, while anchoring into the east end of the SAS deck sections near E2.

Status: Completed in March 2009

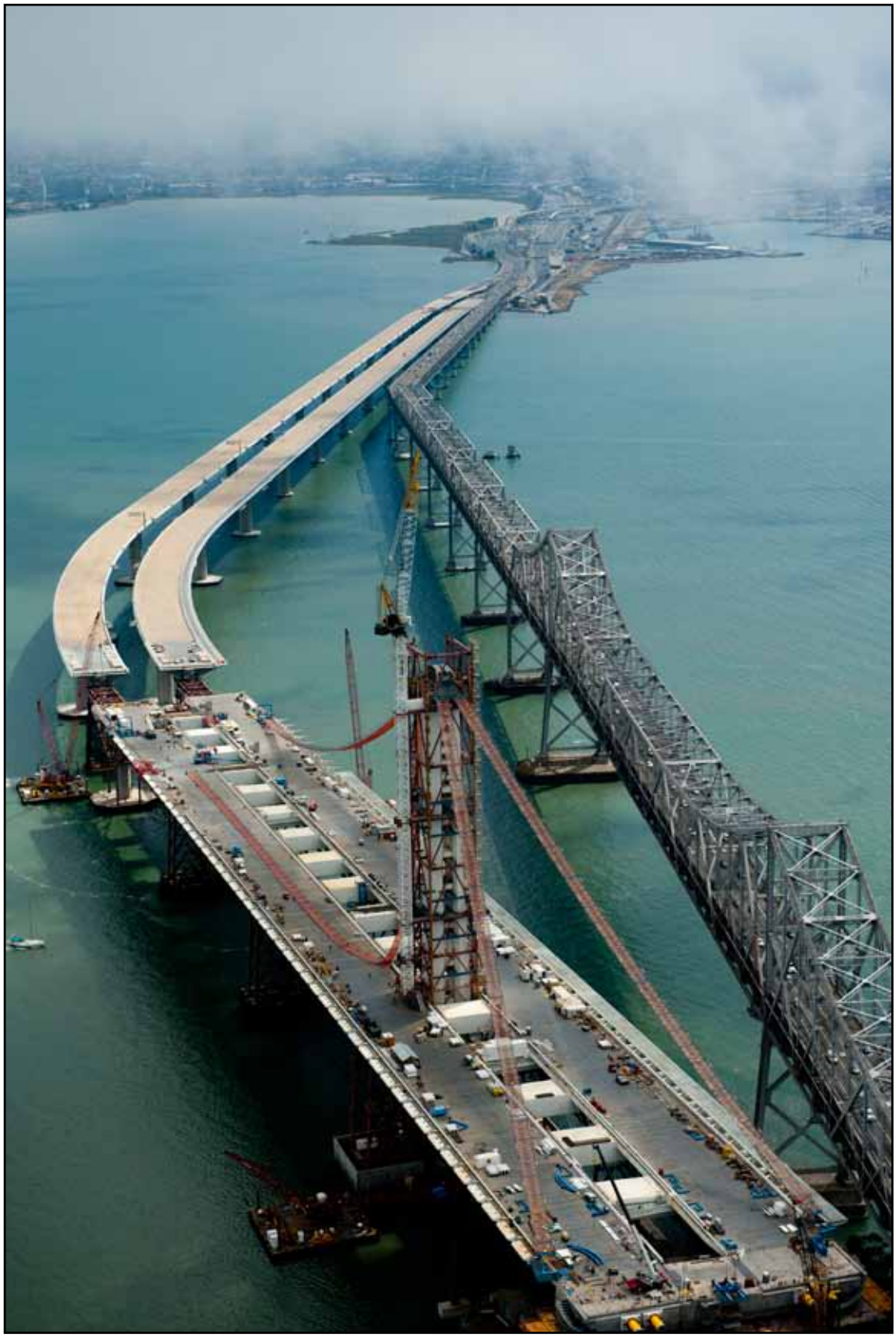
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Roadway and Tower Box Installation Activities

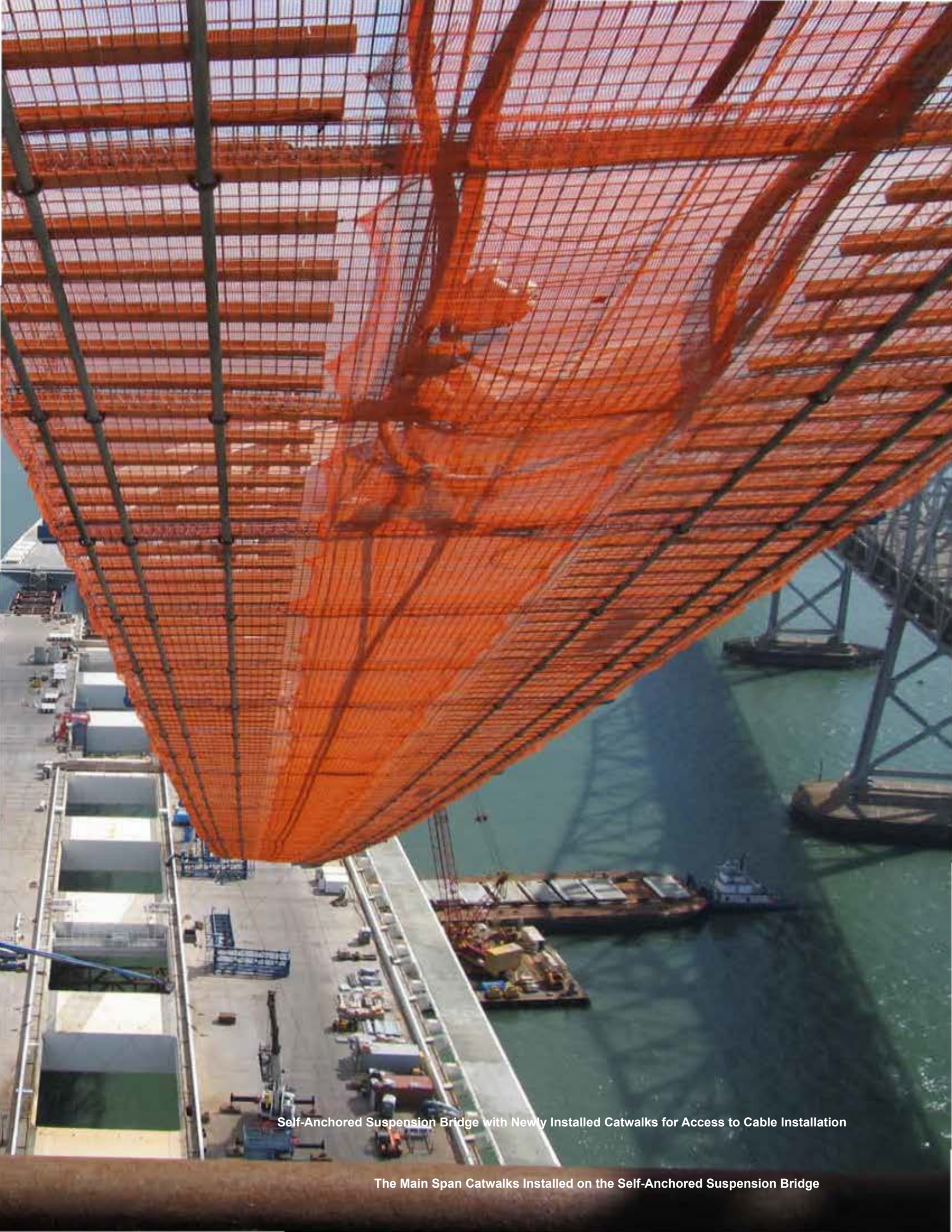
Upon arrival in Oakland, the steel roadway and tower sections are off-loaded directly from the transport ship onto barges to await installation atop the temporary support structures. Steel roadway boxes will be installed from west to east. Due to the shallow waters near Yerba Buena Island, the eastbound lanes on the south side of the new bridge will be installed first, then to be followed by the westbound lanes. In total, there are 28 roadway boxes (14 in each direction) that range from 560 to 1660 tons and from 80 to 230 feet long.

The tower comprises four legs, each made up of four tower lifts that make up the majority of the height of the tower, the tower grillage, and finally the tower head.

Status: Twenty-four of 28 roadway boxes have been erected to form a continuous roadway. Painting, welding and bolting continues on all roadway boxes. All four tower legs along with the tower grillage and the tower saddle have been installed as of mid-May 2011. Roadway boxes 12 eastbound and westbound were lifted into place at the end of June 2011.



Aerial View of the Existing East Span, Oakland Touchdown, Skyway and the Self-Anchored Suspension Bridge Where the Last Main Span Catwalk is Being Installed



Self-Anchored Suspension Bridge with Newly Installed Catwalks for Access to Cable Installation

The Main Span Catwalks Installed on the Self-Anchored Suspension Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Cable Installation Activities

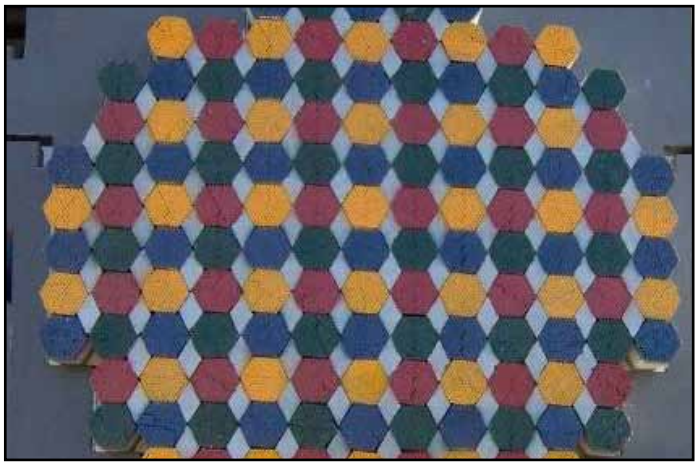
With installation of all structural elements of the tower and roadway nearing completion, focus is now turning to the placement of the bridge's more than 2 1/2 - foot in diameter and nearly mile long main cable. The single cable is made up of 137 separate bundled strands which contain 127 individual pencil thin wires (see middle photo on this page). Each of the 137 bundled strands will be individually pulled by a tramway system from the northeastern end of the bridge, up and over the tower, and around the west end of the bridge before returning over the tower and to the southeastern end of the bridge.

Status: Workers are currently in the process of installing the orange 12-foot wide catwalks from the roadway to the top of the tower. The last of four catwalks anchored to each corner of the bridge is forecast to be installed in August. The catwalks provide workers with safe access during the installation of the tramway system and main cable strands.

Because the bridge is asymmetric with a longer span to the east than to the west, the tower will be pulled back 20 inches to the west so that the tower will return to a plumb position when the weight of the heavier east side of the bridge is transferred to the main cable. Workers plan to pull back the tower in late 2011.

To pull the strands up and around the bridge, a tramway system, similar to a ski lift, will be used to support, pull and place the main cable during installation. Installation of this system has begun and will be ongoing throughout rest of the year. Cable strand installation is scheduled to start in January 2012.

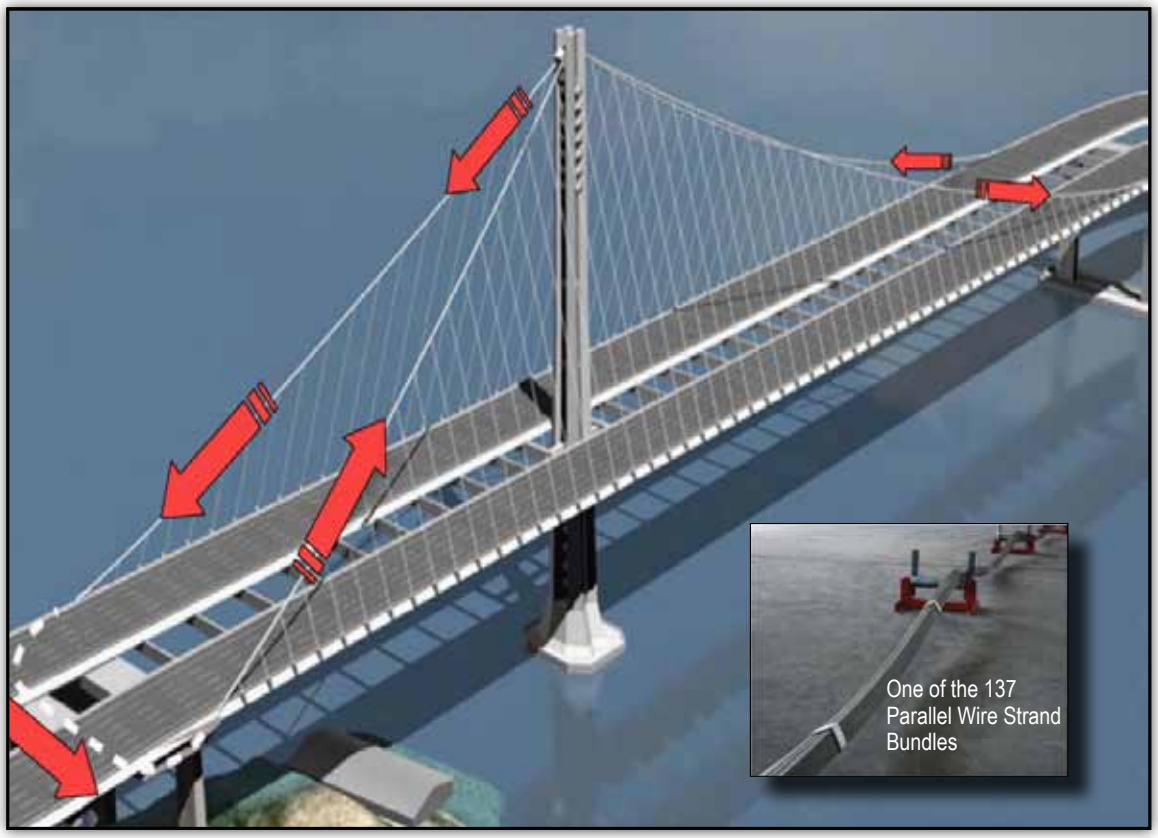
Last of the four Catwalks Being Installed on the Self-Anchored Suspension Bridge Tower



Sample of the Main Cable and Its 137 Bundled Wire Strands Each Containing 127 Individual Thin Wires

Tower Tie-Back Tendons and Tie-Back Anchorage

Aerial View of the Self-Anchored Suspension Bridge with the Newly Installed Catwalks



Rendering of the Cable Pull Direction

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

E Skyway Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1.25 B
Status: Completed March 2008

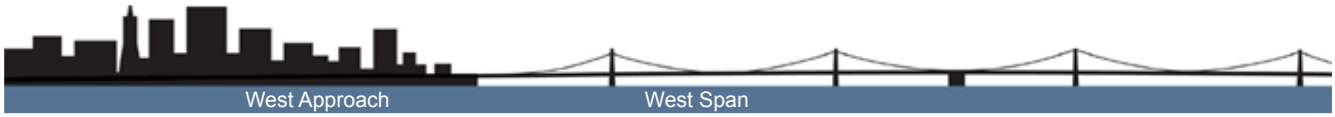
Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by custom-made winches.

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the-art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.

Skyway on the left and Existing Bridge on the Right Looking East toward Oakland



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The Oakland Touchdown (OTD) approach structures to the Skyway will be constructed in three phases. The first phase, constructed on the OTD #1 contract, built the new westbound approach structure. Due to physical constraints with the existing bridge, OTD #1 was only able to construct a portion of the eastbound approach. To facilitate opening the bridge in both directions at the same time, the current phase of work, performed by the Oakland Detour contractor, is widening the upper deck of the Oakland end of the existing bridge to allow for a traffic shift to the north that removes the physical constraint to completing the eastbound structure. The third phase, to be constructed by a future OTD #2 contract, will complete the eastbound lanes and provide the traffic switch to the new structure in both directions. This will allow the bridge to open simultaneously in both directions.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $212.0 M
Status: Completed June 2010

The OTD #1 contract constructed the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When open to traffic, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: MCM Construction, Inc. completed OTD #1 westbound and eastbound phase 1 on June 8, 2010.

G Oakland Detour

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $51.0 M
Status: In Construction

To ensure a simultaneous eastbound and westbound opening of the bridge by December 2013, the TBPOC has approved an acceleration plan that will construct a detour at the Oakland end of the bridge to allow for expedited construction of the OTD #2 contract. The detour realigns the existing bridge approach to the south to allow for construction of the remaining portion of OTD that was in conflict with the existing bridge.

Status: The eastbound detour opened over the 2011 Memorial Day weekend. The westbound detour construction is in progress and is forecast to be completed in early 2012 pending weather or construction delays. The Burma Road extension access and the eastbound detour were completed in May 2011.

H Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $62.0 M
Status: In Design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge by December 2013.

Status: The TBPOC has approved an acceleration plan that will construct a detour at the Oakland end of the bridge to allow for expedited construction of the OTD #2 contract. OTD #2 is currently in design and the contract for construction will be advertised in October 2011 and awarded in April 2012.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering
2) Balfour Beatty

Approved Capital Outlay Budget: $30.8 M

Status: Completed October 2000

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.

Existing East Span of the San Francisco-Oakland Bay Bridge

Stormwater Treatment Measures

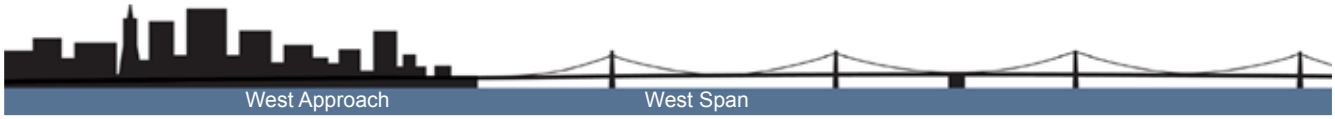
Contractor: Diablo Construction, Inc.

Approved Capital Outlay Budget: $18.3 M

Status: Completed December 2008

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin



Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed May 2005

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.3 M
Status: Completed December 2000

While large-diameter battered piles are common in offshore drilling, the new East Span is one of the first bridges to use them in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

I Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $239.1 M
Status: In Design

Design work on the demolition of the existing bridge has started. The current plan is to complete the environmental clearance by December 2011 and obtain all permits by June 2012. To expedite opening of a new eastbound on-ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge will be incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined.

New YBI Electrical Substation

J Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed January 2008

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new replacement cables were run from Oakland to Treasure Island. The extra cable was funded by the Treasure Island Development Authority.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Antioch Bridge Seismic Retrofit Project

Contractor: California Engineering Contractors, Inc.

Approved Capital Outlay Budget: $70.0 M

Status: 70% Complete as of July 2011

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The major retrofit measure for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents, and installing steel casings at all columns located at the Sherman Island approach slab bridge.

Status: Fabrication and testing of all isolation bearings has been completed. Of the 82 isolation bearings, 36 have been installed at 22 of the 41 piers.

Fabrication of the cross bracing to be installed between the two column bents is 81 percent completed, (a total of 20 piers are to be retrofitted with cross bracing). Thirteen pier cross-frame retrofits have been installed. Field painting of the cross bracing is the last major activity in completing the pier retrofit. Six of the 20 cross frames have been painted.

Fabrication of the column casing to be installed at the Sherman Island has been completed and delivered to the site. Column casing installation is scheduled to start late in the third quarter or beginning of the fourth quarter of 2011.

Down Holes Being Drilled for Seismic Monitoring Devices up to 250 Feet Below Grade

Application of Final Paint Coat at Cross Frames

Bearing Installation at Pier 24

Column Casings at Job Site

Dumbarton Bridge Seismic Retrofit Project

Contractor: Shimmick Construction Company, Inc.

Approved Capital Outlay Budget: $92.7 M

Status: 22% Complete as of July 2011

The current Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge has six lanes (three in each direction) and an eight-foot bicycle/pedestrian pathway. The bridge is a combination of three bridge types; reinforced concrete slab approaches supported on multiple pile extension columns, precast-prestressed concrete delta girders and steel box girders supported on reinforced concrete piers. The current retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings.

Status: The main bridge structure between piers 16 - 31 will be raised approximately five inches so the isolation bearings can be installed to separate the superstructure from the substructure during seismic events. In preparation, the bridge piers are being widened with reinforced concrete to accommodate the new bearings. Currently at piers 17 through 27, new reinforcing steel is being bonded and added to the piers.

Along the reinforced concrete slab approaches, the bent caps are being extended and tied to new 48” diameter steel piles that have been installed to strengthen the bridge. Bent cap extensions along the west trestle approach are completed and all east approach trestle bent columns have been constructed. The remaining reinforced concrete bent cap extensions at the east approach trestle were cast in concrete in July 2011.

Steel Sheet Piles Driven for Cut-Off Walls for Installation of Drainage System and Flood Wall

Precast Concrete Piles Support Pump Station, Coffer Dam for Pump Station Construction and Wall Being Cast for Pump Station

Pre-Heating and Welding of New Cross Frame Members and Lateral Shear Pin within Cross Frame

Existing Cross Frame Prior to Removal and New Cross Frame Being Positioned for Welding

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

In the 1990s, the State Legislature identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on strengthening the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after a seismic event and to reopen quickly to emergency response traffic.

1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a "No Collapse" classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000

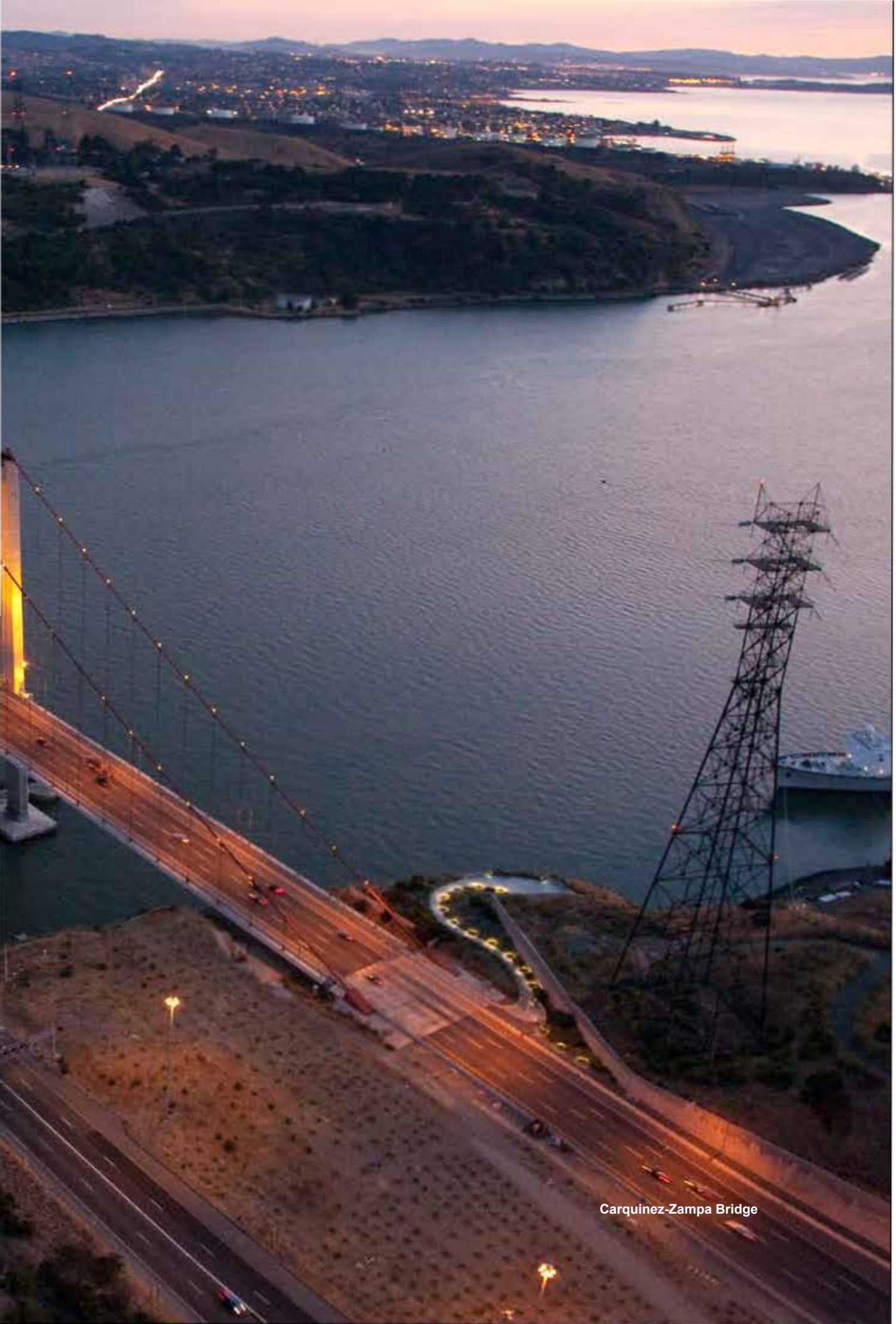
The Vincent Thomas Bridge is a 1,500-foot long suspension bridge crossing the Los Angeles Harbor in Los Angeles that links San Pedro with Terminal Island. The bridge was one of two state-owned toll bridges in Southern California (the other being the San Diego-Coronado Bridge). Opened in 1963, the bridge was seismically retrofitted as part of the TBSRP in 2000.

Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

The San Diego-Coronado Bridge crosses over San Diego Bay and links the cities of San Diego and Coronado. Opened in 1969, the 2.1-mile long bridge was seismically retrofitted as part of the TBSRP in 2002.

San Diego-Coronado Bridge



Carquinez-Zampa Bridge

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: In Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

SR 92/880 WSCONN On Ramp

Interstate 880/State Route 92 Interchange Reconstruction Contract

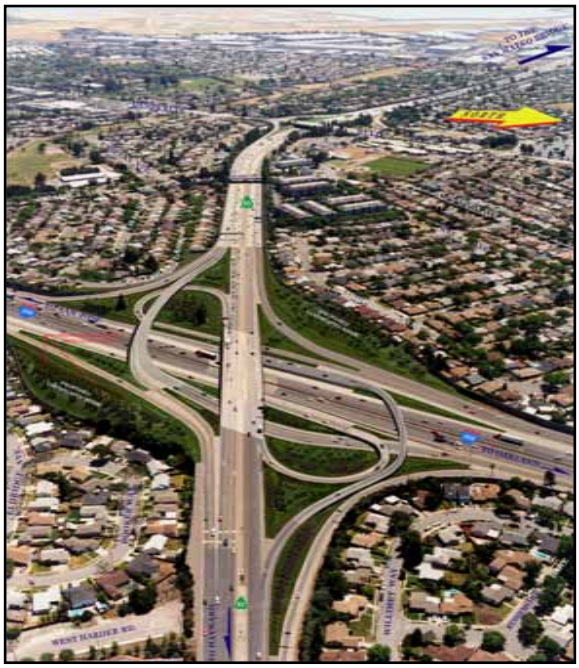
Contractor: Flatiron/Granite

Approved Capital Outlay Budget: $163.2 M

Status: 93% Complete as of July 2011

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off of the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 78 and 79).

Aerial View of Construction Progress



Future Interstate 880/State Route 92 Interchange (as simulated) Looking West toward San Mateo

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical fly-over structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

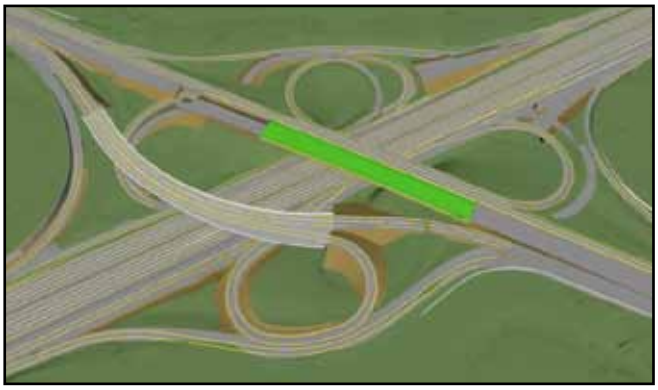
Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR92 over I-880 can be replaced. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south Interstate 880 to east Route 92 traffic will stay on the remaining structure.

Status: Work on the south side of the separation structure is complete.



Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side of Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

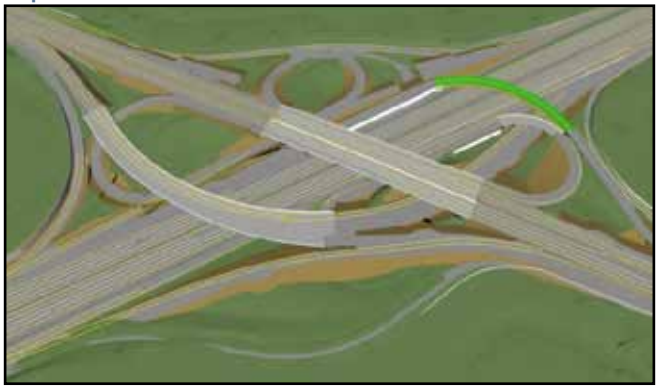
Status: The north side of the structure opened to traffic in February 2011.

Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

In addition to ENCONN and the separation structure, direct north 880 to west 92 connector (NWCONN) and west 92 to south 880 connector (WSCONN) remain to be completed. The new Eldridge Avenue pedestrian overcrossing is now complete.

Status: The NWCONN structure opened to traffic in October 2010. The WSCONN structure is scheduled to be fully opened in August 2011.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge-Widening Project
Project Status: Completed 2003

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

Widening of the San Mateo-Hayward Bridge Trestle on Left

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed: (1) replacement of the western concrete approach trestle and ship-collision protection fender system; and (2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle/pedestrian pathway.

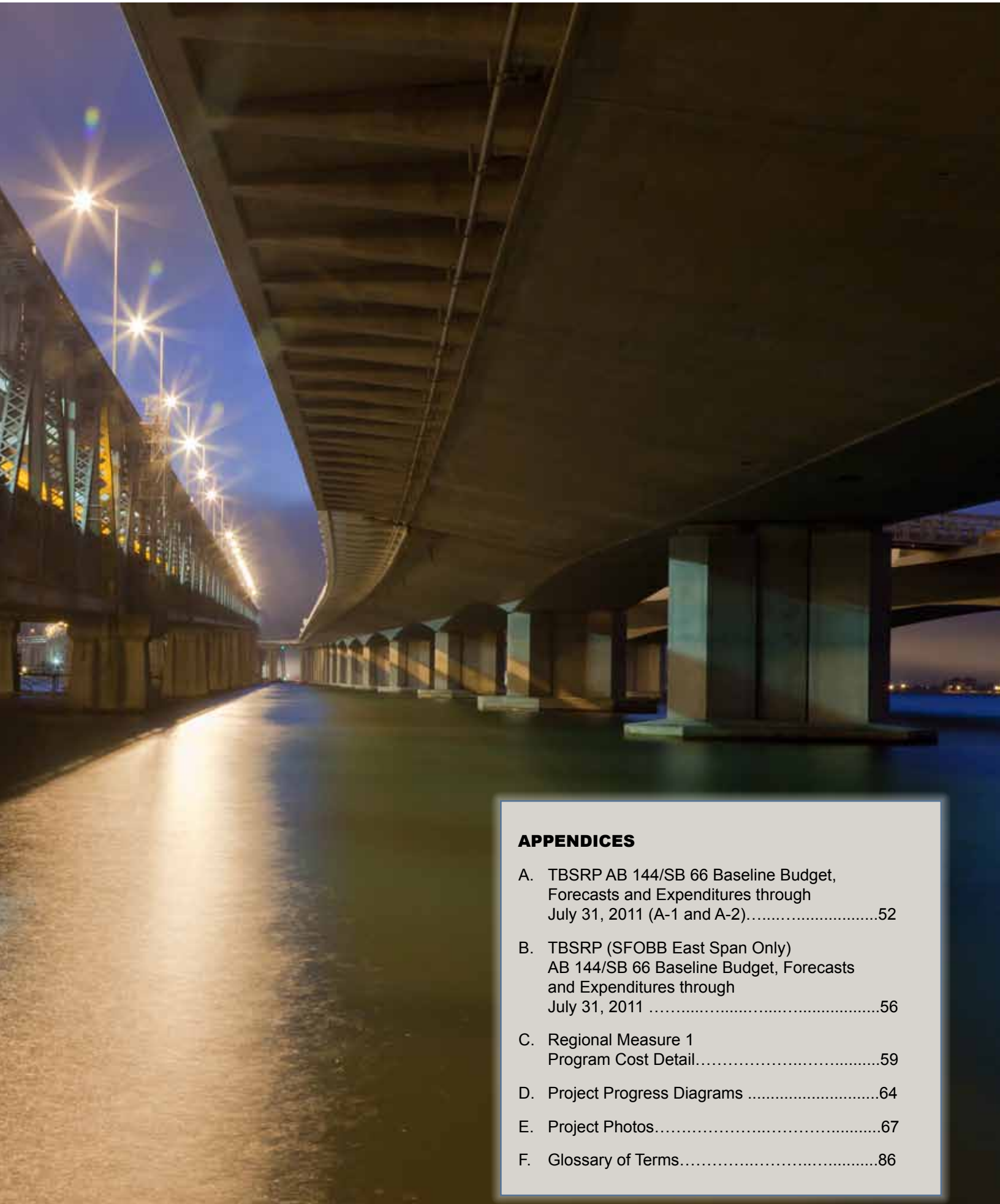
Benicia-Martinez Bridge Project
Project Status: Completed 2009

Benicia-Martinez Bridge Bicycle/Pedestrian Pathway Opened to the Public in August 2009

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge was modified to carry four lanes of southbound traffic (one more than before)—with shoulders on both sides—plus a bicycle/pedestrian path on the west side of the span that connects to Park Road in Benicia and to Marina Vista Boulevard in Martinez. Reconstruction of the east side of the bridge and approaches was completed in August 2008. Reconstruction of the west side of the bridge and its approaches and construction of the bicycle/pedestrian pathway were completed in August 2009.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/ Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle/pedestrian access in the area.



APPENDICES

Looking from the Beginning of the Oakland Part of the Bridge toward Downtown San Francisco with the New Bridge on the right and Existing Bridge on the left

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (07/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	218.0	1,177.3	976.9	1,275.8	98.5
Capital Outlay Construction	4,492.2	589.4	5,081.6	3,936.6	5,164.4	82.8
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	**5,486.6**	**804.1**	**6,290.7**	**4,914.2**	**6,447.9**	**157.2**
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(2.0)	118.0	118.3	118.5	0.5
Capital Outlay Construction	309.0	41.7	350.7	329.8	338.1	(12.6)
Total	**429.0**	**39.7**	**468.7**	**448.1**	**456.6**	**(12.1)**
SFOBB West Span Retrofit						**-**
Capital Outlay Support	75.0	(0.2)	74.8	74.9	74.8	-
Capital Outlay Construction	232.9	(5.5)	227.4	227.4	227.4	-
Total	**307.9**	**(5.7)**	**302.2**	**302.3**	**302.2**	**-**
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.8	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	**914.0**	**(97.5)**	**816.5**	**794.3**	**816.5**	**-**
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	**177.8**	**-**	**177.8**	**177.8**	**177.8**	**-**
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	0.1	28.8	28.8	28.8	-
Capital Outlay Construction	85.5	(0.1)	85.4	85.4	85.4	-
Total	**114.2**	**-**	**114.2**	**114.2**	**114.2**	**-**
San Mateo-Hayward Retrofit						**-**
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	(0.1)	135.3	135.3	135.3	-
Total	**163.5**	**(0.1)**	**163.4**	**163.4**	**163.4**	**-**
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	(0.1)	42.0	42.0	42.0	-
Total	**58.5**	**(0.1)**	**58.4**	**58.4**	**58.4**	**-**
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	(0.3)	33.2	33.2	33.2	-
Capital Outlay Construction	70.0	(0.6)	69.4	69.4	69.4	-
Total	**103.5**	**(0.9)**	**102.6**	**102.6**	**102.6**	**-**

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (07/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	13.7	34.7	3.7
Capital Outlay Support by BATA				6.2		
Capital Outlay Construction	-	70.0	70.0	30.6	56.9	(13.1)
Total	**-**	**101.0**	**101.0**	**50.5**	**91.6**	**(9.4)**
Dumbarton Bridge						
Capital Outlay Support	-	56.0	56.0	21.5	57.2	1.2
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	92.7	92.7	14.6	88.8	(3.9)
Total	**-**	**148.7**	**148.7**	**42.1**	**146.0**	**(2.7)**
Subtotal Capital Outlay Support	**1,433.1**	**295.6**	**1,728.7**	**1,488.9**	**1,832.6**	**103.9**
Subtotal Capital Outlay	**6,286.8**	**696.9**	**6,983.7**	**5,678.3**	**7,036.9**	**53.2**
Subtotal Other Budgeted Capital	**35.1**	**(3.3)**	**31.8**	**0.7**	**7.7**	**(24.1)**
Miscellaneous Program Costs	**30.0**	**-**	**30.0**	**25.5**	**30.0**	**-**
Subtotal Toll Bridge Seismic Retrofit Program	**7,785.0**	**989.2**	**8,774.2**	**7,193.4**	**8,907.2**	**133.0**
Net Programmatic Risks*	**-**	**-**	**-**	**-**	**66.9**	**66.9**
Program Contingency	**900.0**	**(592.2)**	**307.8**	**-**	**107.9**	**(199.9)**
Total Toll Bridge Seismic Retrofit Program [1]	**8,685.0**	**397.0**	**9,082.0**	**7,193.4**	**9,082.0**	**-**

[1] Figures may not sum up to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of July 2011 see Note (1)	Estimated costs not yet spent or Encumbered as of July 2011	Total Forecast as of July 2011
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.6	144.6	-	144.6
Capital Outlay	472.6	471.9	471.8	-	471.8
Total	**617.5**	**616.5**	**616.4**	**-**	**616.4**
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.8	0.2	127.0
Capital Outlay	698.0	689.5	667.4	22.1	689.5
Project Reserves	82.0	-	-	-	-
Total	**914.0**	**816.5**	**794.2**	**22.3**	**816.5**
West Span Retrofit					
Capital Outlay Support	75.0	74.8	74.9	(0.1)	74.8
Capital Outlay	232.9	227.4	227.3	0.1	227.4
Total	**307.9**	**302.2**	**302.2**	**-**	**302.2**
West Approach					
Capital Outlay Support	120.0	118.0	118.2	0.3	118.5
Capital Outlay	309.0	350.7	329.7	8.4	338.1
Total	**429.0**	**468.7**	**447.9**	**8.7**	**456.6**
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.2	-	181.2
Capital Outlay	1,293.0	1,254.1	1,237.1	8.1	1,245.2
Total	**1,490.0**	**1,435.3**	**1,418.3**	**8.1**	**1,426.4**
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	375.5	326.1	150.1	476.2
Capital Outlay	1,753.7	2,046.8	1,543.0	535.9	2,078.9
Total	**1,968.3**	**2,422.3**	**1,869.1**	**686.0**	**2,555.1**
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	307.3	301.3	3.7	305.0
Total	**402.4**	**344.9**	**338.9**	**3.7**	**342.6**
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	15.2	0.5	15.7
Total	**26.2**	**26.2**	**25.4**	**0.9**	**26.3**
YBI Detour					
Capital Outlay Support	29.5	90.7	87.0	1.2	88.2
Capital Outlay	131.9	492.8	465.9	16.9	482.8
Total	**161.4**	**583.5**	**552.9**	**18.1**	**571.0**
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	48.9	68.2	117.1
Capital Outlay	299.4	247.8	43.0	262.1	305.1
Total	**378.1**	**354.2**	**91.9**	**330.3**	**422.2**

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions) Cont.

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of July 2011 see Note (1)	Estimated Costs not yet spent or Encumbered as of July 2011	Total Forecast as of July 2011
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	108.9	85.9	31.3	117.2
Capital Outlay	283.8	339.0	209.4	124.5	333.9
Total	**358.2**	**447.9**	**295.3**	**155.8**	**451.1**
East Span Other Small Projects					
Capital Outlay Support	212.3	206.5	197.9	8.7	206.6
Capital Outlay	170.8	170.8	116.7	37.9	154.6
Total	**383.1**	**377.3**	**314.6**	**46.6**	**361.2**
Existing Bridge Demolition					
Capital Outlay Support	79.7	59.9	0.8	40.3	41.1
Capital Outlay	239.2	239.1	-	250.8	250.8
Total	**318.9**	**299.0**	**0.8**	**291.1**	**291.9**
Antioch Bridge					
Capital Outlay Support	-	31.0	13.8	14.7	28.5
Capital Outlay Support by BATA			6.2	-	6.2
Capital Outlay	-	70.0	25.7	31.2	56.9
Total	**-**	**101.0**	**45.7**	**45.9**	**91.6**
Dumbarton Bridge					
Capital Outlay Support	-	56.0	22.3	28.9	51.2
Capital Outlay Support by BATA			6.0	-	6.0
Capital Outlay	-	92.7	13.2	75.6	88.8
Total	**-**	**148.7**	**41.5**	**104.5**	**146.0**
Miscellaneous Program Costs	**30.0**	**30.0**	**25.5**	**4.5**	**30.0**
Total Capital Outlay Support	**1,463.2**	**1,758.7**	**1,513.9**	**348.7**	**1,862.6**
Total Capital Outlay	**6,321.8**	**7,015.5**	**5,666.7**	**1,377.9**	**7,044.6**
Program Total [1]	**7,785.0**	**8,774.2**	**7,180.6**	**1,726.6**	**8,907.2**

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). BSA provided a distribution of program contingency in December 2004 based in Bechtel Infrastructure Corporation input. This Column is subject to revision upon completion of Department's risk assessment update.
(3) Total Capital Outlay Support includes program indirect costs.

[1] Figures may not sum up to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (07/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project						
East Span - SAS Superstructure						
Capital Outlay Support	214.6	160.9	375.5	327.1	476.2	100.7
Capital Outlay Construction	1,753.7	293.1	2,046.8	1,542.9	2,078.9	32.1
Total	**1,968.3**	**454.0**	**2,422.3**	**1,870.0**	**2,555.1**	**132.8**
SAS W2 Foundations						
Capital Outlay Support	10.0	(0.8)	9.2	9.2	9.2	-
Capital Outlay Construction	26.4	-	26.4	26.5	26.4	-
Total	**36.4**	**(0.8)**	**35.6**	**35.7**	**35.6**	**-**
YBI South/South Detour						
Capital Outlay Support	29.4	61.3	90.7	87.1	88.2	(2.5)
Capital Outlay Construction	131.9	360.9	492.8	465.8	482.8	(10.0)
Total	**161.3**	**422.2**	**583.5**	**552.9**	**571.0**	**(12.5)**
East Span - Skyway						
Capital Outlay Support	197.0	(15.8)	181.2	181.2	181.2	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,237.1	1,245.2	(8.9)
Total	**1,490.0**	**(54.7)**	**1,435.3**	**1,418.3**	**1,426.4**	**(8.9)**
East Span - SAS E2/T1 Foundations						**-**
Capital Outlay Support	52.5	(24.1)	28.4	28.4	28.4	-
Capital Outlay Construction	313.5	(32.6)	280.9	274.8	278.6	(2.3)
Total	**366.0**	**(56.7)**	**309.3**	**303.2**	**307.0**	**(2.3)**
YBI Transition Structures (see notes below)						
Capital Outlay Support	78.7	27.7	106.4	49.4	117.1	10.7
Capital Outlay Construction	299.3	(51.5)	247.8	48.2	305.1	57.3
Total	**378.0**	**(23.8)**	**354.2**	**97.6**	**422.2**	**68.0**
*** YBI- Transition Structures**						
Capital Outlay Support			16.4	16.4	16.5	0.1
Capital Outlay Construction			-	-	-	-
Total			**16.4**	**16.4**	**16.5**	**0.1**
*** YBI- Transition Structures Contract No. 1**						
Capital Outlay Support			57.0	24.7	67.1	10.1
Capital Outlay Construction			185.5	48.2	222.4	36.9
Total			**242.5**	**72.9**	**289.5**	**47.0**
*** YBI- Transition Structures Contract No. 2**						
Capital Outlay Support			32.0	8.3	32.5	0.5
Capital Outlay Construction			59.0	-	79.4	20.4
Total			**91.0**	**8.3**	**111.9**	**20.9**
*** YBI- Transition Structures Contract No. 3 Landscape**						
Capital Outlay Support			1.0	-	1.0	-
Capital Outlay Construction			3.3	-	3.3	-
Total			**4.3**	**-**	**4.3**	**-**

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (07/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Touchdown (see notes below)						
Capital Outlay Support	74.4	34.5	108.9	85.7	117.2	8.3
Capital Outlay Construction	283.8	55.2	339.0	209.4	333.9	(5.1)
Total	**358.2**	**89.7**	**447.9**	**295.1**	**451.1**	**3.2**
***OTD Prior-to-Split Costs**						
Capital Outlay Support			21.7	20.0	21.7	-
Capital Outlay Construction			-	-	-	-
Total			**21.7**	**20.0**	**21.7**	**-**
***OTD Submarine Cable**						
Capital Outlay Support			0.9	0.9	0.9	-
Capital Outlay Construction			9.6	6.5	9.6	-
Total			**10.5**	**7.4**	**10.5**	**-**
***OTD No.1 (Westbound)**						
Capital Outlay Support			47.3	50.9	51.7	4.4
Capital Outlay Construction			212.0	202.9	203.3	(8.7)
Total			**259.3**	**253.8**	**255.0**	**(4.3)**
***OTD No.2 (Eastbound)**						
Capital Outlay Support			22.5	11.1	26.4	3.9
Capital Outlay Construction			62.0	-	58.6	(3.4)
Total			**84.5**	**11.1**	**85.0**	**0.5**
***Oakland Detour**						
Capital Outlay Support			15.0	2.0	15.0	-
Capital Outlay Construction			51.0	-	58.0	7.0
Total			**66.0**	**2.0**	**73.0**	**7.0**
***OTD Electrical Systems**						
Capital Outlay Support			1.5	0.8	1.5	-
Capital Outlay Construction			4.4	-	4.4	-
Total			**5.9**	**0.8**	**5.9**	**-**
Existing Bridge Demolition						
Capital Outlay Support	79.7	(19.8)	59.9	0.7	41.1	(18.8)
Capital Outlay Construction	239.2	(0.1)	239.1	-	250.8	11.7
Total	**318.9**	**(19.9)**	**299.0**	**0.7**	**291.9**	**(7.1)**
YBI/SAS Archeology						
Capital Outlay Support	1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction	1.1	-	1.1	1.1	1.1	-
Total	**2.2**	**-**	**2.2**	**2.2**	**2.2**	**-**
YBI - USCG Road Relations						
Capital Outlay Support	3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction	3.0	-	3.0	2.8	3.0	-
Total	**6.0**	**-**	**6.0**	**5.5**	**6.0**	**-**
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction	11.6	-	11.6	11.3	11.6	-
Total	**18.1**	**-**	**18.1**	**17.7**	**18.1**	**-**

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through July 31, 2011 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (07/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Geofill						
Capital Outlay Support	2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction	8.2	-	8.2	8.2	8.2	-
Total	**10.7**	**-**	**10.7**	**10.7**	**10.7**	**-**
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction	9.3	-	9.3	9.2	9.3	-
Total	**11.1**	**-**	**11.1**	**11.0**	**11.1**	**-**
Stormwater Treatment Measures						
Capital Outlay Support	6.0	2.2	8.2	8.2	8.2	-
Capital Outlay Construction	15.0	3.3	18.3	16.8	18.3	-
Total	**21.0**	**5.5**	**26.5**	**25.0**	**26.5**	**-**
Right-of-Way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay & Right-of-Way	72.4	-	72.4	51.7	80.4	8.0
Total	**72.4**	**-**	**72.4**	**51.7**	**80.4**	**8.0**
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction	30.8	-	30.8	30.8	30.8	-
Total	**70.3**	**-**	**70.3**	**70.3**	**70.3**	**-**
Other Capital Outlay Support						
Environmental Phase	97.7	-	97.7	97.8	97.7	-
Pre-Split Project Expenditures	44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs	20.0	(8.0)	12.0	3.2	12.0	-
Total	**162.6**	**(8.0)**	**154.6**	**145.9**	**154.6**	**-**
Subtotal Capital Outlay Support	**959.3**	**218.0**	**1,177.3**	**976.9**	**1,275.8**	**98.5**
Subtotal Capital Outlay Construction	**4,492.2**	**589.4**	**5,081.6**	**3,936.6**	**5,164.4**	**82.8**
Other Budgeted Capital	**35.1**	**(3.3)**	**31.8**	**0.7**	**7.7**	**(24.1)**
						-
Total SFOBB East Span Replacement Project [1]	**5,486.6**	**804.1**	**6,290.7**	**4,914.2**	**6,447.9**	**157.2**

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (05/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project						
New Bridge						
Capital Outlay Support						
BATA Funding	84.9	7.2	92.1	91.9	92.1	-
Non-Bata Funding	-	0.1	0.1	0.1	0.1	-
Subtotal	84.9	7.3	92.2	92.0	92.2	-
Capital Outlay Construction			-			-
BATA Funding	661.9	94.6	756.5	753.7	756.5	-
Non-Bata Funding	10.1	-	10.1	10.1	10.1	-
Subtotal	672.0	94.6	766.6	763.8	766.6	-
Total	**756.9**	**101.9**	**858.8**	**855.8**	**858.8**	**-**
I-680/I-780 Interchange Reconstruction						
Capital Outlay Support						
BATA Funding	24.9	5.2	30.1	30.1	30.1	-
Non-Bata Funding	1.4	5.2	6.6	6.3	6.6	-
Subtotal	26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction						
BATA Funding	54.7	26.9	81.6	77.1	81.6	-
Non-Bata Funding	21.6	-	21.6	21.7	21.7	0.1
Subtotal	76.3	26.9	103.2	98.8	103.3	0.1
Total	**102.6**	**37.3**	**139.9**	**135.2**	**140.0**	**0.1**
I-680/Marina Vista Interchange Reconstruction						
Capital Outlay Support	18.3	1.9	20.2	20.2	20.2	-
Capital Outlay Construction	51.5	4.9	56.4	56.1	56.4	-
Total	**69.8**	**6.8**	**76.6**	**76.3**	**76.6**	**-**
New Toll Plaza and Administration Building						
Capital Outlay Support	11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction	24.3	2.0	26.3	25.1	26.3	-
Total	**36.2**	**5.8**	**42.0**	**40.8**	**42.0**	**-**
Existing Bridge & Interchange Modifications						
Capital Outlay Support						
BATA Funding	4.3	13.7	18.0	18.0	18.0	-
Non-Bata Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.6	18.9	18.8	18.9	-
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.2	50.0	-
Non-Bata Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.2	59.5	-
Total	**21.5**	**56.9**	**78.4**	**56.0**	**78.4**	**-**
Other Contracts						
Capital Outlay Support	11.4	(0.9)	10.5	9.5	10.5	-
Capital Outlay Construction	20.3	3.3	23.6	18.5	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	**52.1**	**2.3**	**54.4**	**45.0**	**54.4**	**-**

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (05/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project continued...						
Subtotal BATA Capital Outlay Support	**155.7**	**30.9**	**186.6**	**185.4**	**186.6**	**-**
Subtotal BATA Capital Outlay Construction	**829.9**	**164.5**	**994.4**	**967.7**	**994.4**	**-**
Subtotal Capital Outlay Right-of-Way	**20.4**	**(0.1)**	**20.3**	**17.0**	**20.3**	**-**
Subtotal Non-BATA Capital Outlay Support	**1.4**	**6.2**	**7.6**	**7.2**	**7.6**	**-**
Subtotal Non-BATA Capital Outlay Construction	**31.7**	**9.5**	**41.2**	**31.8**	**41.3**	**0.1**
Project Reserves	**20.8**	**1.6**	**22.4**	**-**	**22.3**	**(0.1)**
Total New Benicia-Martinez Bridge Project	**1,059.9**	**212.6**	**1,272.5**	**1,209.1**	**1,272.5**	**-**
Notes:	**Includes EAs 00601_,00603_,00605_,00606_,00608_,00609_,0060A_,0060C_,0060E_, 0060F_,0060G_,0060H_, and all Project Right-of-Way**					
Carquinez Bridge Replacement Project						
New Bridge						
Capital Outlay Support	60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction	253.3	2.7	256.0	255.9	256.0	-
Total	**313.8**	**2.4**	**316.2**	**316.1**	**316.2**	**-**
Crockett Interchange Reconstruction						
Capital Outlay Support	32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction	73.9	(1.9)	72.0	71.9	72.0	-
Total	**105.9**	**(2.0)**	**103.9**	**103.8**	**103.9**	**-**
Existing 1927 Bridge Demolition						
Capital Outlay Support	16.1	(0.3)	15.8	15.7	15.8	-
Capital Outlay Construction	35.2	-	35.2	34.8	35.2	-
Total	**51.3**	**(0.3)**	**51.0**	**50.5**	**51.0**	**-**
Other Contracts						
Capital Outlay Support	15.8	0.9	16.7	16.4	16.7	-
Capital Outlay Construction	18.8	(1.2)	17.6	16.4	17.6	-
Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Total	**45.1**	**(0.4)**	**44.7**	**42.7**	**44.7**	**-**
Subtotal BATA Capital Outlay Support	**124.4**	**0.2**	**124.6**	**124.2**	**124.6**	**-**
Subtotal BATA Capital Outlay Construction	**381.2**	**(0.4)**	**380.8**	**379.0**	**380.8**	**-**
Subtotal Capital Outlay Right-of-Way	**10.5**	**(0.1)**	**10.4**	**9.9**	**10.4**	**-**
Project Reserves	**12.1**	**(9.7)**	**2.4**	**-**	**2.4**	**-**
Total Carquinez Bridge Replacement Project [1]	**528.2**	**(10.0)**	**518.2**	**513.1**	**518.2**	**-**
Notes	**Other Contracts include EAs 01301_,01302_,01303_,01304_,01305_,01306_,01307_,01308_,01309_,0130A_,0130C_,0130D_,0130F_,0130G_,0130H_,0130J_,00453_,00493_,04700_,00607_,2A270_,and 29920_ and all Project Right-of-Way**					

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (05/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle. Fender, and Deck Joint Rehabilitation						
Capital Outlay Support						
BATA Funding	2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding	8.6	1.8	10.4	10.4	10.4	-
Subtotal	10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction						
BATA Funding	40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding	51.1	-	51.1	51.1	51.1	-
Subtotal	91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves	-	0.8	0.8	-	0.8	-
Total	**102.1**	**(5.0)**	**97.1**	**96.2**	**97.1**	**-**
Richmond-San Rafael Bridge Deck Overlay Rehabilitation						
Capital Outlay Support						
BATA Funding	4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding	4.0	(4.0)	-	-	-	-
Subtotal	8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction	16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves	0.1	0.3	0.4	-	0.4	-
Total	**25.0**	**(5.0)**	**20.0**	**19.6**	**20.0**	**-**
Richmond Parkway Project (RM 1 Share Only)						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	5.9	-	5.9	4.3	5.9	-
Total	**5.9**	**-**	**5.9**	**4.3**	**5.9**	**-**
San Mateo-Hayward Bridge Widening						
Capital Outlay Support	34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction	180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way	1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves	1.5	(0.5)	1.0	-	1.0	-
Total	**217.8**	**(8.0)**	**209.8**	**208.7**	**209.8**	**-**
I-880/SR-92 Interchange Reconstruction						
Capital Outlay Support	28.8	35.8	64.6	59.2	64.6	-
Capital Outlay Construction						
BATA Funding	85.2	68.4	153.6	130.7	153.6	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	68.4	163.2	130.7	163.2	-
Capital Outlay Right-of-Way	9.9	7.3	17.2	14.5	17.2	-
Project Reserves	0.3	(0.3)	-	-	-	-
Total	**133.8**	**111.2**	**245.0**	**204.4**	**245.0**	**-**
Bayfront Expressway Widening						
Capital Outlay Support	8.6	(0.2)	8.4	8.3	8.4	-
Capital Outlay Construction	26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way	0.2	-	0.2	0.2	0.2	-
Project Reserves	0.8	(0.3)	0.5	-	0.5	-
Total	**36.1**	**(2.0)**	**34.1**	**33.4**	**34.1**	**-**

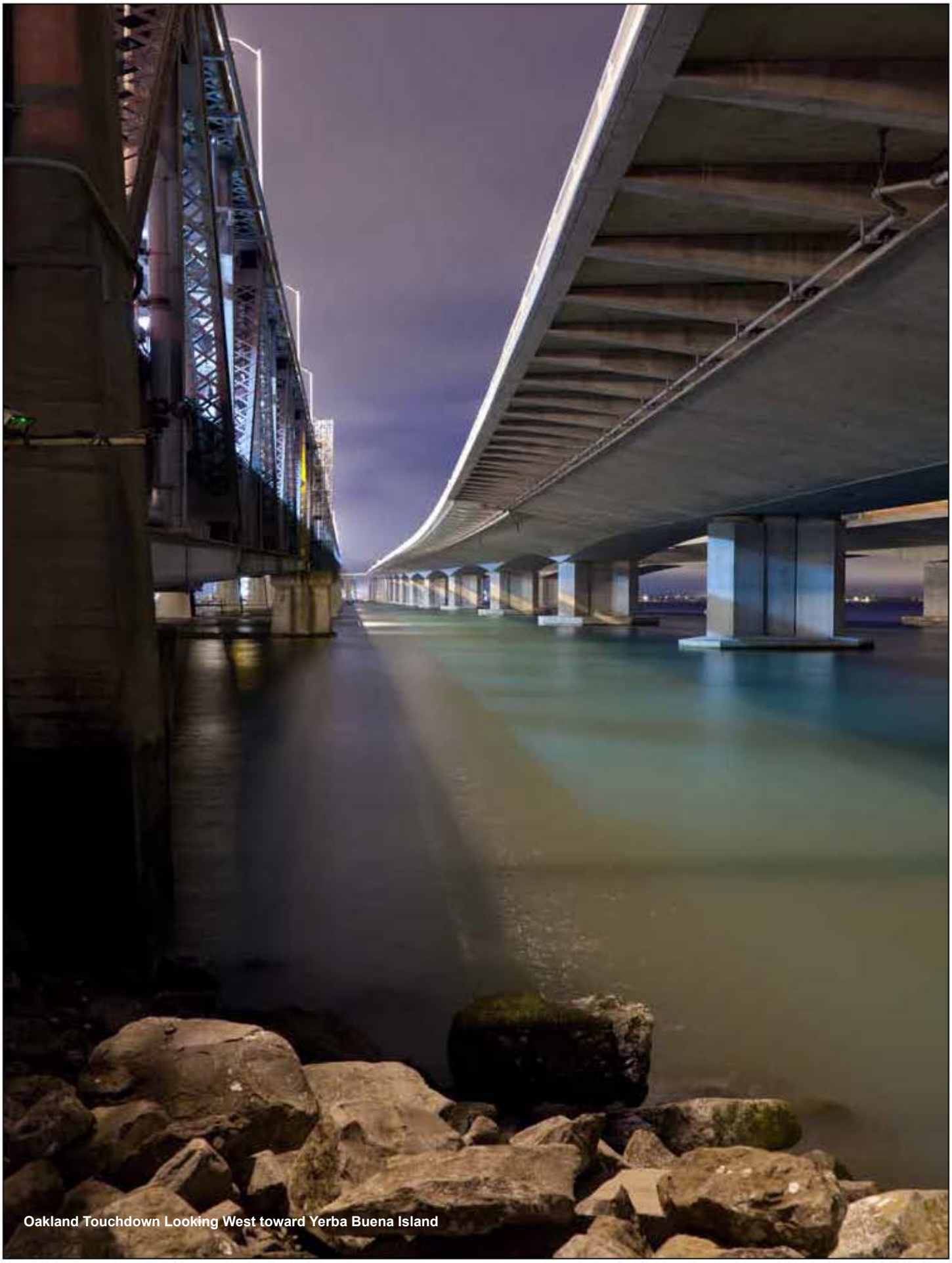
Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2011)	Cost to Date (05/2011)	Cost Forecast (07/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
US 101/University Avenue Interchange Modification						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	3.8	-	3.8	3.7	3.8	-
Total	**3.8**	**-**	**3.8**	**3.7**	**3.8**	**-**
Subtotal BATA Capital Outlay Support	**358.3**	**64.7**	**423.0**	**415.9**	**423.0**	**-**
Subtotal BATA Capital Outlay Construction	**1,569.8**	**217.5**	**1,787.3**	**1,734.0**	**1,787.3**	**-**
Subtotal Capital Outlay Right-of-Way	**42.5**	**6.2**	**48.7**	**42.1**	**48.7**	**-**
Subtotal Non-BATA Capital Outlay Support	**14.0**	**4.0**	**18.0**	**17.6**	**18.0**	**-**
Subtotal Non-BATA Capital Outlay Construction	**92.4**	**9.5**	**101.9**	**82.9**	**102.0**	**0.1**
Project Reserves	**35.6**	**(8.1)**	**27.5**	**-**	**27.4**	**(0.1)**
Total RM1 Program	**2,112.6**	**293.8**	**2,406.4**	**2,292.5**	**2,406.4**	**-**

Notes:

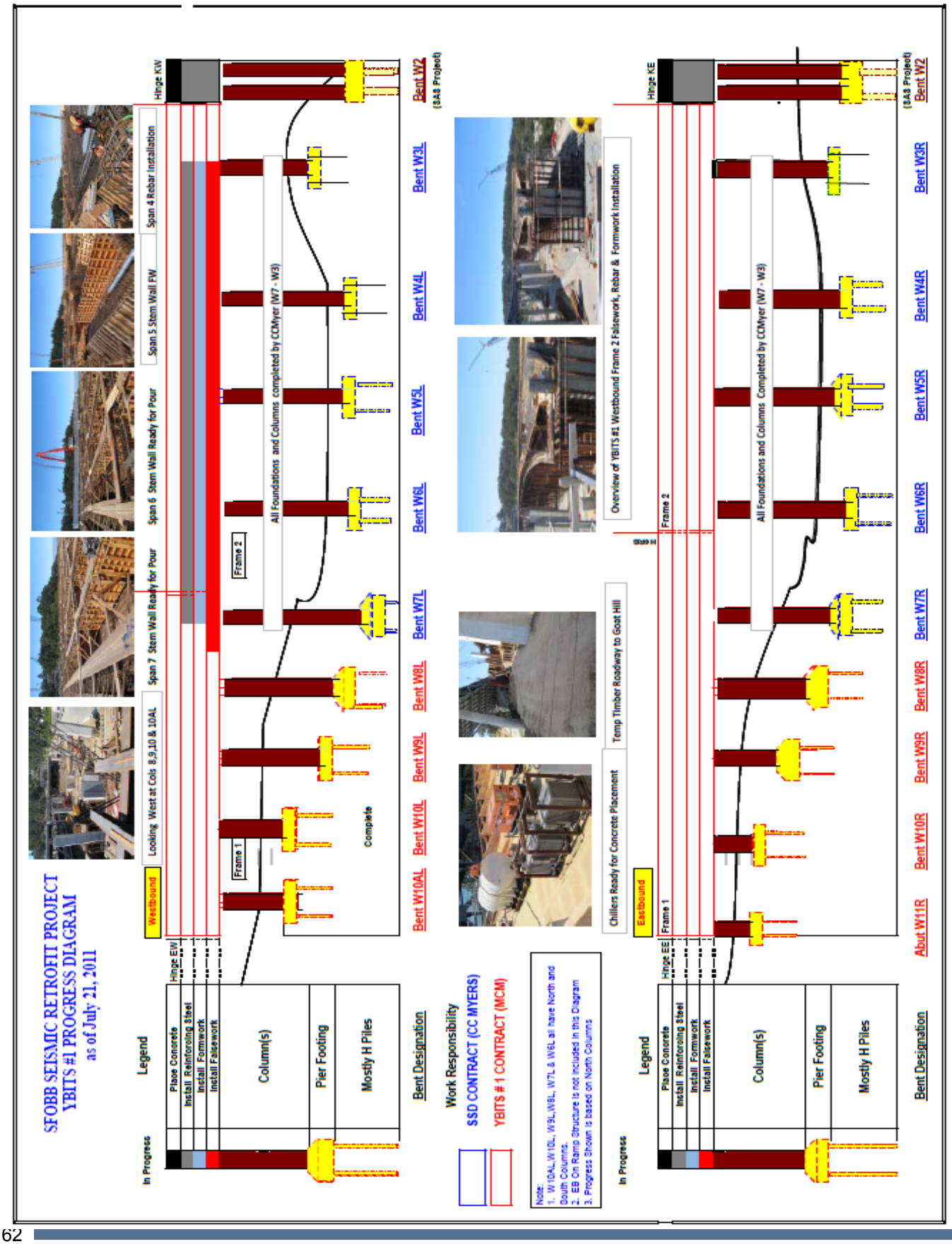
1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRP Expenses for EA 0438U_ and 04157_

2 San Mateo-Hayward Bridge Widening includes EAs 00305_,04501_,04503_,04504_, 04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_

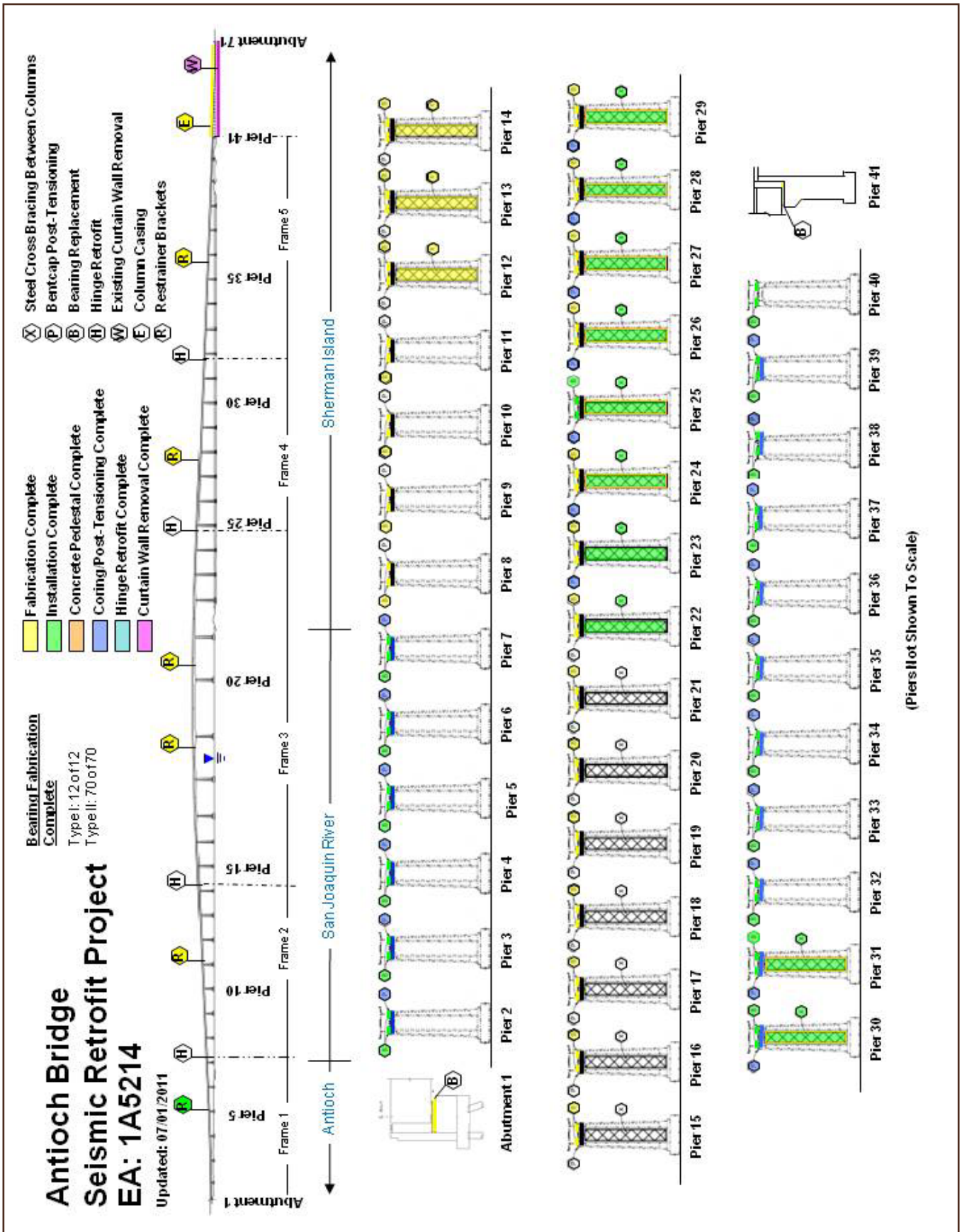


Oakland Touchdown Looking West toward Yerba Buena Island

Appendix D: Progress Diagrams
Yerba Buena Island Transition Structures



Appendix D: Progress Diagrams (cont.)
Antioch Bridge



Dumbarton Bridge Seismic Retrofit Project
EA: 04-1A5224

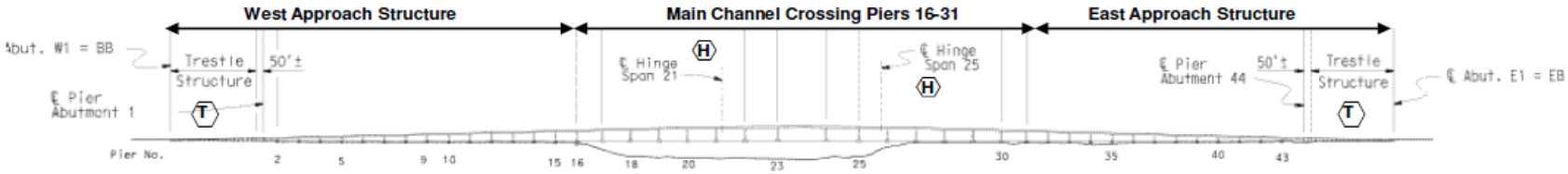
Updated: 6/3/2011

- Abutment Retrofit Complete
- Footing Overlay Complete
- Pier Cap Retrofit Complete
- Hinge Retrofit Complete
- Isolation Bearing Complete
- Steel Cross Frame Complete
- Trestle Piles Complete
- Trestle Bent Caps Complete
- Trestle Columns Complete
- Temp Platforms Installed

Bearing Fabrication Status

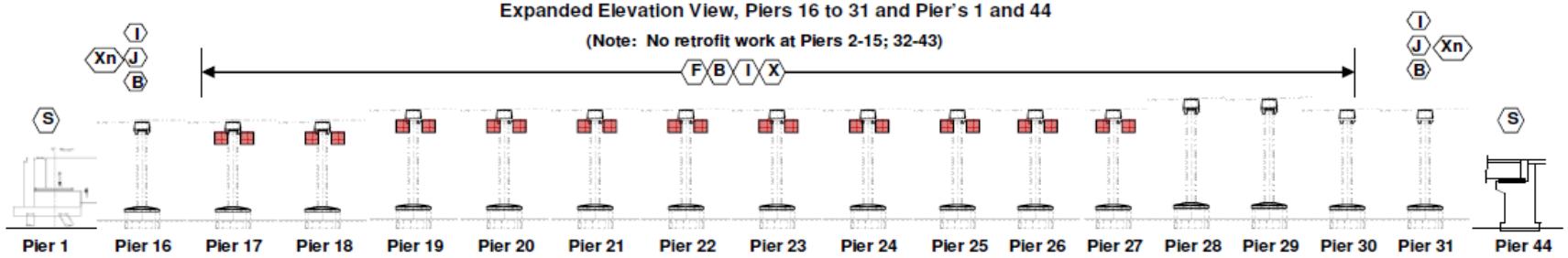
Bearings: 0 of 96

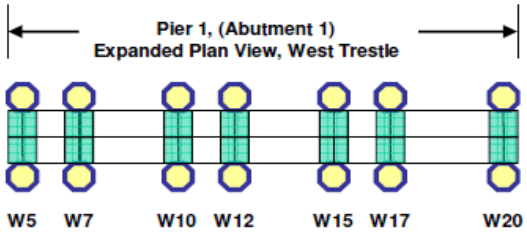
- (S) Backwall Seat Retrofit
- (T) Trestle Retrofit
- (Xn) New Steel Cross Frame
- (B) Pier Cap Retrofit
- (F) Footing Overlay
- (I) Isolation Bearing
- (X) Steel Cross Frame Retrofit
- (H) Hinge Retrofit
- (J) Seismic Joint

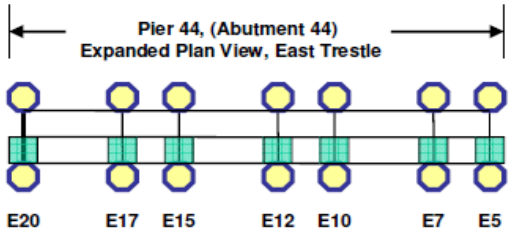


Expanded Elevation View, Piers 16 to 31 and Pier's 1 and 44

(Note: No retrofit work at Piers 2-15; 32-43)







(Piers Not Shown To Scale)

Overview of Yerba Buena Island Transition Structure #1 Westbound Falsework, Formwork, rebar and Concrete Placement

Project Photos

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication

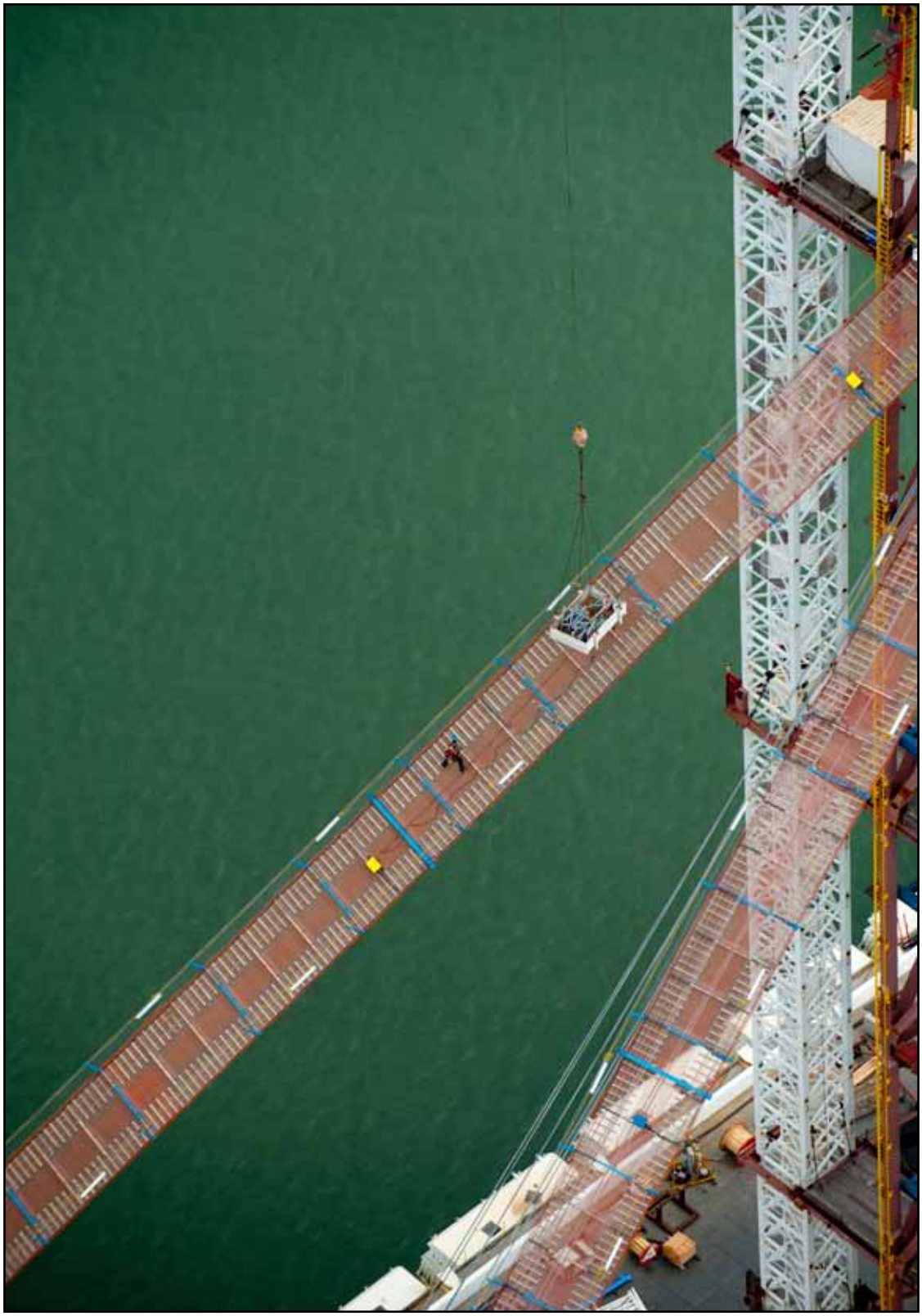
Final Shipment from Shanghai, China Delivering the last of the Roadway Boxes to Complete the Roadway Deck of the Self-Anchored Suspension Bridge

View from the Self-Anchored Suspension Bridge Tower Looking West

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work

Looking up Through the Roadway Boxes at the Tower with the Newly Installed Catwalks and Tie-Back Tendons



Self-Anchored Suspension Bridge Catwalks and Railings Installation in Progress

Aerial View of the Self-Anchored Suspension Bridge Tower with the Newly Installed Catwalks

Appendix E: Project Progress Photographs

92/880 Interchange

Under Drain Installation in Progress along J-7 Line

WSCONN Bridge Construction in Progress

Simulation of SR 880 Looking South

SR-92 Eldridge Avenue Pedestrian Over-Crossing

Appendix E: Project Progress Photographs

Antioch Bridge

Antioch Bridge - Soil Samples from Seismic Monitoring Down Hole

Antioch Bridge - Painting of Cross Frame

Appendix E: Project Progress Photographs

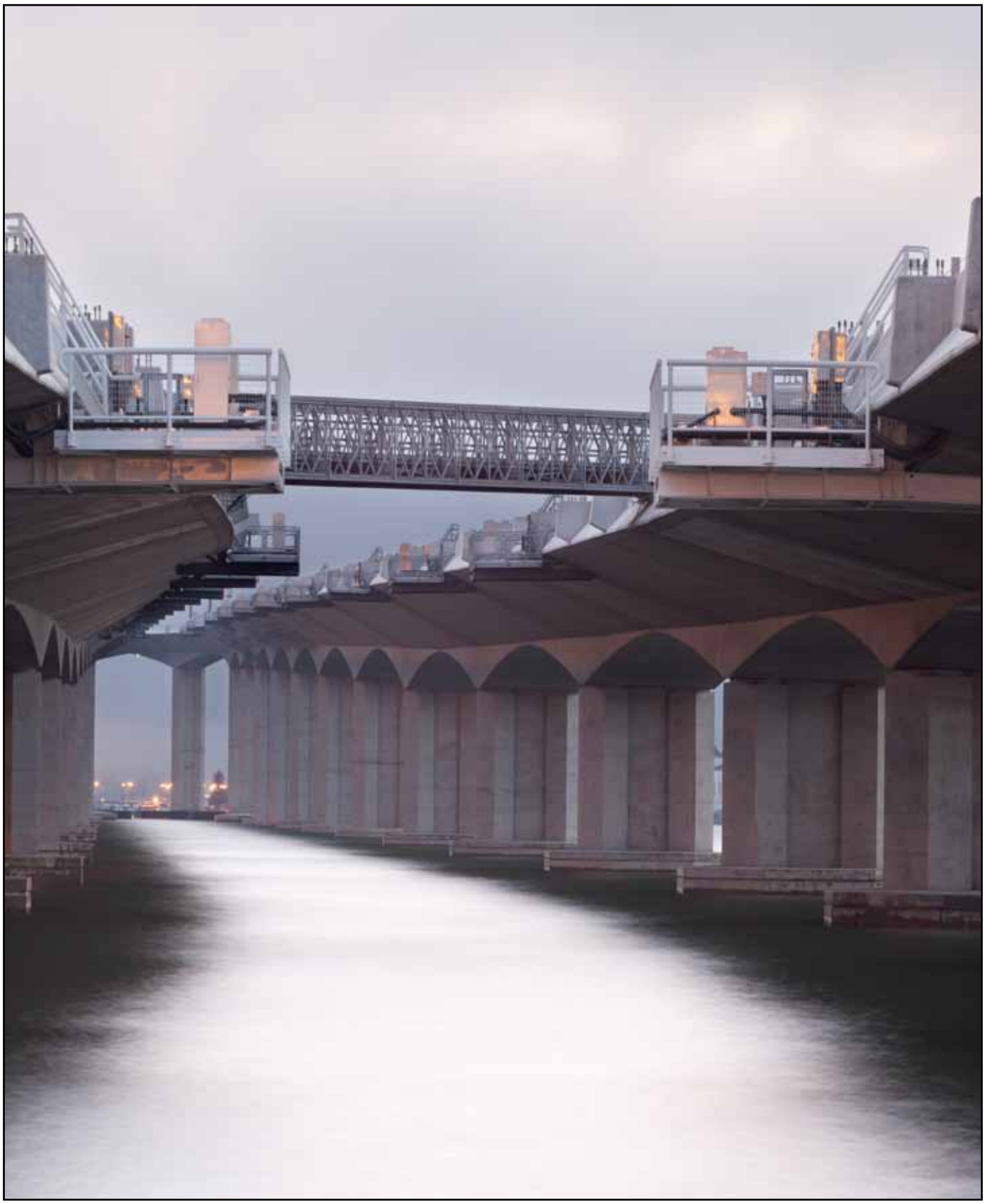
Dumbarton Bridge

Dumbarton Bridge - Forming Pump Station Walls

Dumbarton Bridge - Welding of New Cross-Frame Connection Pier 17

Appendix E: Project Progress Photographs

Oakland Detour



Oakland Detour

Aerial View of the Newly Opened Eastbound Oakland Detour with the EBMUD Outfall Crossing Structure on the right, the Relocated Clear Channel Sign and the Westbound Oakland Detour under Construction

Appendix E: Project Progress Photographs

Yerba Buena Island Transition Structure #1 Westbound

Up close View of YBITS #1 Span 3L Rebar Installed

Yerba Buena Island Transition Structures #1 Westbound Falsework and Formwork

View from the top of the Self-Anchored Suspension Bridge's Tower Looking Down on the Yerba Buena Island Transition Structures #1 Westbound Falsework, Formwork and Rebar Installation in Progress

Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

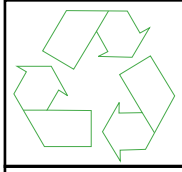
BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.



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The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott Macdonald

Installed Catwalks on the Self-Anchored Suspension Bridge Tower Looking East

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a1

Item- San Francisco-Oakland Bay Bridge Updates
Self-Anchored Suspension Span (SAS) Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Self-Anchored Suspension Span (SAS) project will be provided at the September 8th meeting.

Attachment(s): N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structure (YBITS) No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Yerba Buena Island Transition Structure (YBITS) No. 1 project will be provided at the September 8th meeting.

Attachment(s): N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b2

San Francisco-Oakland Bay Bridge Updates
Item- Yerba Buena Island Transition Structure (YBITS) No. 1
Hinge K Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Achieving corridor seismic safety opening (SSO) in the shortest time possible will require close coordination and cooperation of the SAS and YBITS1 Contractors -- specifically with regard to the work currently required to be performed by both Contractors in readying Hinge K for SSO. Various technical and administrative actions are currently being assessed, in order to mitigate this potential schedule risk and achieve SSO as soon as possible. The status of this assessment will be presented to the TBPOC for its information.

Attachment(s): N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Brian Maroney, Toll Bridge Deputy Program Manager, Caltrans

RE: Agenda No. - 5c1
San Francisco-Oakland Bay Bridge Updates
Item- YBITS No. 2/ Demolition Contract Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A written update on the YBITS No.2/ demolition contract will be sent under separate cover.

Attachment(s): N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Peter Lee- Senior Program Coordinator, BATA

RE: Agenda No. - 5d1
San Francisco-Oakland Bay Bridge Updates
Item- Oakland Touchdown (OTD) No. 2
Plans, Specifications and Estimate (PS&E)

Recommendation:
APPROVAL

Cost:
$62.0 M

Schedule Impacts:
See below.

Discussion:
Staff requests approval of the plans, specifications and estimate (PS&E) for the Oakland Touchdown (OTD) No. 2.

The current approved cost forecast for the OTD2 contract is $62.0 M. The current estimate by the Department is $62.0 M.

TBPOC and BATA approval of the PS&E by the end of September 2011 will allow the contract to be advertised in October 2011, as currently scheduled.

The OTD2 contract will complete the superstructure of eastbound OTD and complete work necessary to open the east end of the bridge, including final grading and striping from the toll plaza to the new bridge approaches in Oakland. The Department is making final adjustments to the PS&E for the OTD2 contract. BATA has conducted a review of the plans and specifications for the contract and Caltrans has incorporated comments that they consider appropriate.

Staff deems the plans and specifications satisfactory for purposes of advertising, and generally concurs with the Department's base estimate for the project. Bid opening for

the contract is scheduled for February 2012. A final budget change and allocation will be made after bids are opened and prior to award of the contract.

Attachment(s): N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** August 31, 2011

FR: Mike Forner, Principal Transportation Engineer, Caltrans

RE: Agenda No. - 6a

Item- Antioch and Dumbarton Bridge Seismic Retrofit Updates

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:

<u>Antioch Bridge:</u>

- Time Elapsed: 66% (This includes 97 day time extension given under CCO 6)
- Work Completed: 77%
- Remaining contingency and supplemental funds $3.1 million

Update of on-going field work is as follows:

- Suspended platform installation completed at 31 of 32 total piers.
- Stair tower installation completed at 28 of 30 total piers.
- Drilling for Drill and Bond activity completed at 19 of 20 total piers.
- Post-tensioning completed at 31 of 38 total piers.
- Jacking stiffeners completed at 32 of 41 total piers.
- Fabrication of seismic bearings completed for 82 of 82 total bearings.
- Installation of seismic bearings completed for 48 of 82 total bearings.
- Fabrication completed for 116 of the 116 total steel column casings.
- Cross bracing fabrication 95% complete.
- Cross bracing install at 16 of 20 Piers
- 14 of 20 piers with concrete pedestals are complete.

Dumbarton Bridge:

- Time Elapsed: 39%
- Work Completed: 25%
- Remaining contingency $3.6 million

Update of on-going field work is as follows:

- Completed 80% of the pumping plant walls
- Installation of the 36-inch drainage pipe at the NW frontage road is ongoing.
- 22 of the 32 deck access openings are complete. Remaining 10 will be done this month. Access openings are recessed and smooth for the driving public.
- Installation of access platforms at Piers 17 thru 30 is complete, total 14 locations.
- Concrete coring operation is complete at 11 of the 14 bent caps that require modification. A total of 76 3-inch cores are required at each bent cap.
- Rebar is complete at 4 of the 14 bent caps.
- Concrete has been placed at 3 of 14 bent caps.
- Interior cell jacking frame are complete at 3 of 14 piers.
- Exterior jacking frame started at Pier 17, all 14 locations remain.
- EPS bearing have started production and first set of bearings should be ready for testing in December, 2011 at UCSD.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: August 31, 2011

FR: Mo Pazooki, Project Manager, Caltrans

RE: Agenda No. - 7a

Item- San Mateo-Hayward Bridge Retrofit Rehabilitation Update

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Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the San Mateo-Hayward Bridge Retrofit Rehabilitation project will be provided at the September 8th meeting.

Attachment(s): N/A

ITEM 8: OTHER BUSINESS

No Attachments